MICROFILM

START OF ROLL

ROLL NO.

131

Construction Contracts

Begins # 6898

24-3331 Detroit Lake State Park 1966
(Mongold Area) (Bath House)
#6898

RECEIVED
MAY 4 1967
FOR FILING

21-3331
6898

May 4, 1967

Glens Falls Insurance Company
P. O. Box 14040
Portland, Oregon 97214

Gentlemen:

A post-final payment for $850 will be made to Ross Brothers Construction, Inc., on Contract No. 6898 for a bathhouse in the Detroit Lake State Park on the North Santiam Highway in Marion County, as soon as the warrant is prepared.

The total amount paid on this contract will be $30,819.69, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Ross Brothers Construction, Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
JUN 6 - 1967
FOR FILING

24-3331

6198

3H-8

April 27, 1967

Ross Bros. Constr., Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6898 in the Detroit Lake State Park on the North Santiam Highway in Marion County.

After considering the recommendation of the Engineer and other available information, the Commission granted a 17-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc R. D. Asburry
Don Beecroft
L. H. Young
F. D. Morgan
C. H. Maison

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APR 17 1967
FOR FILE

24-333

Fred W. Hill, Member
Helix 6898

April 14, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 8
April 25, 1967 meeting

Gentlemen:

Ross Bros. Construction, Inc., contractor on the construction of a bathhouse at Detroit Lake State Park on the North Santiam Highway in Marion County, Contract No. 6898, has requested that the date of completion be advanced from the specified date of October 31, 1966, to November 19, 1966, without assessment of liquidated damages.

The contractor states that delay in delivery of certain plumbing fixtures, due to Department of Defense priority orders at the manufacturing plant, prevented him from completing the work on the date specified.

The contractor had all work under the contract, with the exception of installation of certain plumbing fixtures, completed November 2, 1966, two days after the specified completion date. The delayed fixtures were delivered and installed, with the contractor completing all work on November 19, 1966.

Because the contractor was prevented by conditions beyond his control from completing the work within the time specified, I recommend that he be granted a 17-day extension without assessment of liquidated damages and that he be assessed two days liquidated damages for the period November 1 to November 2, inclusive. This amounts to an assessment of $100.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
R. D. Casperry

Enc.

E-320 (Rev.)—5M—9-64

RECEIVED
NOV 23 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 15, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 10-31-66 days to 11-30-66 days, within which to complete our Contract No. 6898, without the assessment of liquidated damages. The said contract is described as follows:

Detroit Lake State Park - Bathhouse, Marion County, Oregon

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. Our subcontractor, Dayton Plumbing & Heating Company, could not get delivery of fixtures without a priority purchase order. They placed a timely order and the supplier made every effort to get delivery (See copies of orders and correspondence) but to no avail.

Respectfully submitted,

ROSS BROS. CONSTRUCTION, INC.
Contractor

By R. K. Ross

CONSENT OF SURETY

Date November 15, 1966

We, Glens Falls Insurance Company, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Earl D. Bourland
Attorney-in-fact

(SEAL)

Earl D. Bourland
Resident Agent

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAR 6 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
NOV 29 1966 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6898 Contractor Ross Bros. Construction, Inc.

Highway North Santiam

Section Detroit Lake State Park

Kind of Work Bathhouse

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of delay in delivery of certain plumbing fixtures. Delay in delivery due to presence of Department of Defense priority orders at the fixture manufacturing plant.

Grant 17 day extension without assessment of liquidated damages because of delay in delivery of plumbing fixtures and assess liquidated damages for 2 days.

Recommended for Approval:

.....
Division Engineer

Ivan D. Merchant
.....
Construction Engineer or Bridge Engineer

L. M. Gerard
.....
Asst. State Highway Engineer

Contract No. 6898

Project designation State
State-Federal

Date awarded August 8, 1966

Work started August 15, 1966

Per cent completed 100% Nov. 19, 1966

Specified Date of Completion
~~No. of Workdays Allowed~~ Oct. 31, 1966

Date of Completion
~~No. of Workdays Used~~ Nov. 19, 1966

Requested Completion Date
~~No. of Additional Workdays Requested~~ Nov. 30, 1966

SP*8206-734

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FEB 10 1967
FOR FILING

24-3331

6898

February 10, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6898 awarded to Ross Bros. Construction, Inc., for construction of a bathhouse in Detroit Lake State Park on the North Santiam Highway in Marion County was completed on November 19, 1966, and accepted by the Highway Commission on February 9, 1967.

Final payment in the amount of $899.09 will be released to the contractor after February 20, 1967. The total contract amount is $29,969.69 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, North
Salem, Oregon 97303

Bourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1967
FOR FILING

24-3331
6898

February 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 19, 1966, on Contract No. 6898. The contract was with Ross Bros. Construction Co. and was for construction of a Bathhouse at Detroit Lake State Park on the North Santiam Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 9, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

bg

FORM C.[illegible] (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Detroit Lake State Park		WEEK ENDING: November 25, 1966
		SECTION PREFIX: 24-3331
HIGHWAY: North Santiam		COUNTY: Marion
NAME OF JOB: Detroit Lake State Park (Bathhouse)	KIND OF WORK: Building Construction	
CONTRACTOR: Ross Brothers Construction Co.	CONTRACT NUMBER: 6898	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK ~~STARTED~~: August 15, 1966	~~ESTIMATED~~ COMPLETION DATE: November 19, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE: October 31, 1966	PERCENT OF TIME ELAPSED: 123% 19 Days Over
PROJECT AUTHORIZATION: $ 33,390.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 31,015.60	ENGINEERING AUTHORIZATION: $ 2,374.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 31,015.60	ENGINEERING COST TO DATE: $ 2,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION: 105%	DATE PROJECT WAS COMPLETED: November 19, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BUILDING ~~BRIDGE~~ NO.	Standard							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 20	Ptly Cloudy			
MONDAY 21	" "			
TUESDAY 22	" "			
WEDNESDAY 23	" "			
THURSDAY 24	Fair			
FRIDAY 25	Rain			
SATURDAY 19	"			

LLOYD P. SHAW

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 20	No activity.
MONDAY 21	No activity.
TUESDAY 22	No activity. Plumbing inspector OK'd plumbing installation today. Job complete pending water test on water system and final inspection. No water available for water test.
WEDNESDAY 23	No activity.
THURSDAY 24	No activity.
FRIDAY 25	Final inspection was made today by: Warren Gaskill, Ray Asburry, Al Rear, Cliff Lens and Don Beecroft.
SATURDAY 19	Installed glass gage on surge tank and plumbing vent lead roof jack. Job complete pending plumbing inspection, water test and final inspection.

RECEIVED
1966
STATE PARKS
DEPARTMENT

REMARKS

Job complete.

Water testing of water system still remains.

RECEIVED
NOV 23 1966 PM
CON STATE HIGHWAY DEPT.
BRIDGE DIVISION
7,8,9,10,11,12,1,2,3,4,5,6 AM

SIGNED D. E. Beecroft LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-FZ16

FORM F-121

RECEIVED
AUG 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6898

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Ross Bros. Construction, Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6898 for the following project:

Construction of bath house in Detroit Lake State Park (Mongold Area) in Marion County.

This award was based on your bid of $[illegible] which was submitted to the Commission on July 26 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
L. D. Merchant
David Talbot

25-1103 Bunker Hill Rd.-Heppner Sec., 1966
Heppner Hwy. (Grading and
#6899 paving)

RA- 6-76

RECEIVED
SEP 30 1969
FOR FILING

25-1103
6899

March 13, 1969
Salem, Oregon

HK

Agenda Item 4k
March 11 Commission meeting

37728-NC
RAILROAD COMPANIES
FILE No. 676

3-11-69

Mr. G. E. Rohde
Chief Counsel

Attention: Mr. Jack Sollis

B U I L D I N G

Attached for transmittal to Union Pacific Railroad Company for signing are two copies of an agreement for construction of the Bunker Hill Road-Heppner Section of the Heppner Highway in Morrow County.

We are retaining a xerox copy of this agreement until a fully executed copy is returned.

Floyd Query, Secretary

fkn
Attachment

cc Frank Morgan
Attn: T. W. Litchfield

RECEIVED
FEB 7 - 1969
FOREST

25-1103
6879

February 7, 1969

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for your meeting March 11 an agreement with the Union Pacific Railroad Company for the construction of the Bunker Hill Road-Heppner Section of the Heppner Highway in Morrow County.

This project was completed on November 28, 1966, and the execution of this agreement is a bookkeeping procedure insofar as the construction details are concerned. This document also grants easements to the State as required by the construction project for which the State is to pay the Railroad the sum of $460.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

TWL:ss lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (ATTENTION: T. W. Litchfield)
G. E. Rohde (ATTENTION: Jack Sollis)
C. H. Maison
A. F. Parson

FORM E-123

RECEIVED
AUG 1 1968

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

25-1103

6899

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 31, 1968

Union Pacific Railroad Company
Pittock Block
Portland, Oregon 97205

ATTENTION: Mr. O. W. Ryan
Manager of Properties

Re: Consideration for Easement
Bunker Hill Road-Heppner Section
Heppner Highway
Morrow County
Contract No. 6899
R/W File: 39728
YOUR FILE: 501-51

Gentlemen:

This is in reply to your letter of July 17, 1968 wherein you advise that you are prepared to settle the above-captioned matter for a consideration of $460.

We have considered your offer and in the spirit of compromise are willing to settle for your stated $460.

If you will supply us with a revised page 2 of the Construction Agreement reflecting this change we will insert it in the duplicate counterparts and present it to the Highway Commission for execution.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
D. H. Moehring
H. W. Snell

RECEIVED
AUG 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1968
COMMISSIONER'S OFFICE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

NOTED
F. B. KLABOE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 24, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Revised Encroachment Map & Cross Sections
Bunker Hill Road-Heppner Section
Heppner Highway-Morrow County
Contract No. 6899
R/W File No. 39728
YOUR FILE: D 9170-32-1

Gentlemen:

On March 19, 1968, we met with your representatives in Mr. O. W. Ryan's office and discussed the value of the property owned by the railroad which was required for highway construction on the above-captioned project.

We pointed out during the discussion that the property actually occupied by the State's construction was considerably less than that which had been originally shown on our encroachment map submitted to you with our letter of April 22, 1966. We agreed to supply you with revised encroachment maps, cross sections and descriptions covering the property actually occupied by the State's reconstruction of the highway through this area.

Herewith you will find four (4) prints of each of the following:

Encroachment Map No. 8B-35-18 Rev. April, 1968.
Encroachment Cross Section No. 8B-35-19 Rev. April, 1968
Description of Easement for File No. 39728 dated April 16, 1968

You will note that on the cross sections is shown the edge of the traveled way as existed prior to the construction of Contract No. 6899. Parcel No. 3 contains 0.25 acre. A review of the cross sections and the encroachment map show 0.18 acre was occupied by the highway prior to Contract No. 6899. The remaining 0.07 acre is all that was required for the new construction. Therefore, the revised total acreage required from the railroad is 1.10 acres.

Please advise this office when you have completed your reappraisal of this property and we will be glad to again meet with your representatives and bring this matter to a close.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:ss
Enclosures

cc: F. B. Klaboe
D. H. Moehring (w/copy of 8B-35-18)
H. W. Snell (w/copy of 8B-35-18 & 19)
A. F. Parson
C. E. Payton

RECEIVED
APR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1253 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

25-1103

6899

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 27, 1968

Union Pacific Railroad Company
2525 North Larrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Construction Agreement
Bunker Hill Rd. (Heppner Sec.)
Heppner Highway
Morrow County
Contract No. 6899
R/W File No. 39728
YOUR FILE: D 9170-32-1

Gentlemen:

With your letter of January 30, 1968, you submitted to us duplicate counterparts of a construction agreement for the above-captioned project. This agreement has been reviewed by the State and found to be satisfactory in all but one detail.

We notice on Page 2, Section 1 (b) states that the second party is to pay the railroad the sum of $1720 as consideration for the easements to be granted. Our appraisals for this property have been reviewed, and we appraise the value of the property used by the State for highway purposes to be $300.

Please re-examine your assessment of this value, and if you concur with our appraisal, submit to us a revised page 2 for insertion in the agreement you have transmitted to us.

Upon resolution of this problem we will submit this agreement to the Highway Commission for execution.

Very truly yours,

F. D. Morgan
Construction Engineer

By:

T. W. Litchfield
Utilities Liaison Engineer

TWL:ss

cc: F. B. Klaboe
D. H. Moehring
H. W. Snell
A. F. Parson
C. E. Payton

NULL
F. B. KLABOE

RECEIVED
FEB 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 1 - 1967
ENGINEERING
25-1103
6899

September 1, 1967

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $40.40 will be made to E. H. Itschner Co. on Contract No. 6899 for grading and paving on the Bunker Hill Road-Heppner Section of the Heppner Highway in Morrow County, as soon as the warrant is prepared.

The total amount paid on this contract will be $254,373.27, including the post-final payment. Of the total, $4,002.75 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc E. H. Itschner Co.
Route 3, Box 48
Molalla, Oregon

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. H. Maison
Attn: John Herr

FORM 8458X "SOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
PORTLAND

RECEIVED
JUL 11 1967
FOR FILING

Fred W. Hill, Member
Helix

YE 1103
6899

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 6, 1967

1741
1764

File No. 39764
Bunker Hill Road -
Heppner Section
Heppner Highway
Morrow County

Mahoney & Abrams
Attorneys at Law
Collins Building
Heppner, Oregon 97836

Attention: Mr. Robert B. Abrams

Dear Sirs:

Attached is a copy of a letter I sent to Mrs. Claude Graham this date.

Mrs. Graham wrote to Mr. Cooper under the date of June 18, 1967, and in response Mr. Cooper's assistant advised Mrs. Graham that she would be hearing from members of the Right of Way Department in the near future.

We will not contact Mrs. Graham but will carry on negotiations with you.

Very truly yours,

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

Attachment
DHM:JP
cc: F. B. Klaboe
G. E. Rohde
H. W. Snell

NOTED
F. B. KLABOE

RECEIVED
JUL 7 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 - 1967
FOR FILING
6849

Salem, Oregon 97310
July 5, 1967

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Mrs. Claude Graham
File No. 39764
Heppner, Oregon

Attention Mr. D. H. Moehring

I enclose a file on the negotiations now being conducted between the State Highway Department and Mrs. Claude Graham concerning right-of-way for the Bunker Hill Road-Heppner Section of the Heppner Highway.

It appears from this report that a review of the entire situation is in order, and I would suggest that an early contact be made with Mrs. Graham concerning such a review.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.

cc: Victor D. Wolfe

FORM S-30 BDM 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 27, 1967

SUBJECT:

Claude Graham Appraisal
Baker Hill Rd - Heppner Sec.

To:

Mr. F. D. Morgan
Construction
Salem

Attention: Mr. John Walker

In accordance with your telephone request of June 23, 1967, we are submitting information concerning Mrs. Claude Graham's complaints in her letter to Mr. Cooper. No copy of her letter was available, so we hope this answers the questions.

During the right of way appraisal and negotiations for right of way on this section it was apparently indicated to Mrs. Graham that the change in grade of the highway in front of her house would not be appreciable. The highway was constructed according to plans and this resulted in a raise in the grade from the existing highway to the new top of pavement of approximately 2½ feet. Every effort was made to construct the fill with the slopes as flat as possible and as neat appearing as possible. Cross sections of the roadbed at the house and a sketch of the house location with respect to the highway are attached.

Prior to the new construction, the highway right of way was used for parking in front of the Graham's house with easy access to the front door. This might be done now, but is undesirable from a safety standpoint because the highway shoulder is only 4 feet in width. Attached photos show parking in this area, as well as the situation of the fill in front of the house, driveway and parking area by the sheds, which Mrs. Graham says is used most of the time now.

I was in the house with Mrs. Graham, and if the back door is used, it is necessary to go through a bedroom, down a flight of stairs, past the bathroom, through the kitchen to the living room.

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JUN 28 1967
CONSTRUCTION
DIVISION

Poasc
Morelock
Trout
Scott
Wills
Litchfield
Olson

The original right of way offer was made for $2,075, which included an allowance of $984 for fencing. The Grahams' signed this option, but after the deed was submitted to them for signature they indicated that they were not satisfied. It was agreed that a new appraisal would be made, and negotiations would be carried out upon completion of the appraisal.

Mrs. Graham hired Glenn Gilbert, a private appraiser, who appraised the damage at $1,250. The State's fee appraiser, William Sharn, Jr., appraised the damage at $500. Mrs. Graham has been offered this additional $500 through her attorney, Robert Abrahms, but no answer has been received to this offer as of this date, and it is doubtful that the Grahams' will accept it.

It is the opinion of this office that the disagreement is one of the dollar value of damage to the property as a result of highway reconstruction, and is a right of way appraisal matter and not an engineering problem. There probably is a voluminous file on this matter in the right of way engineer's office in Salem.

A. F. Parson
Division Engineer

By Alfred Shirley, Jr.
Alfred Shirley, Jr.
Asst. Division Engineer

AS:nd

cc. H. Snell
D. H. Moehring

6/27/67

June 26, 1967

June 26, 1967

Graham Residence

Bunker Hill Rd. - Heppner Section

Graham Residence

Anna Graham Residence

Bunker Hill Rd - Heppner Sec.

Bunker - Hill Rd. Sec.

Anna Graham Res.
picture taken
looking NEly.

6/27/67

6/27/67

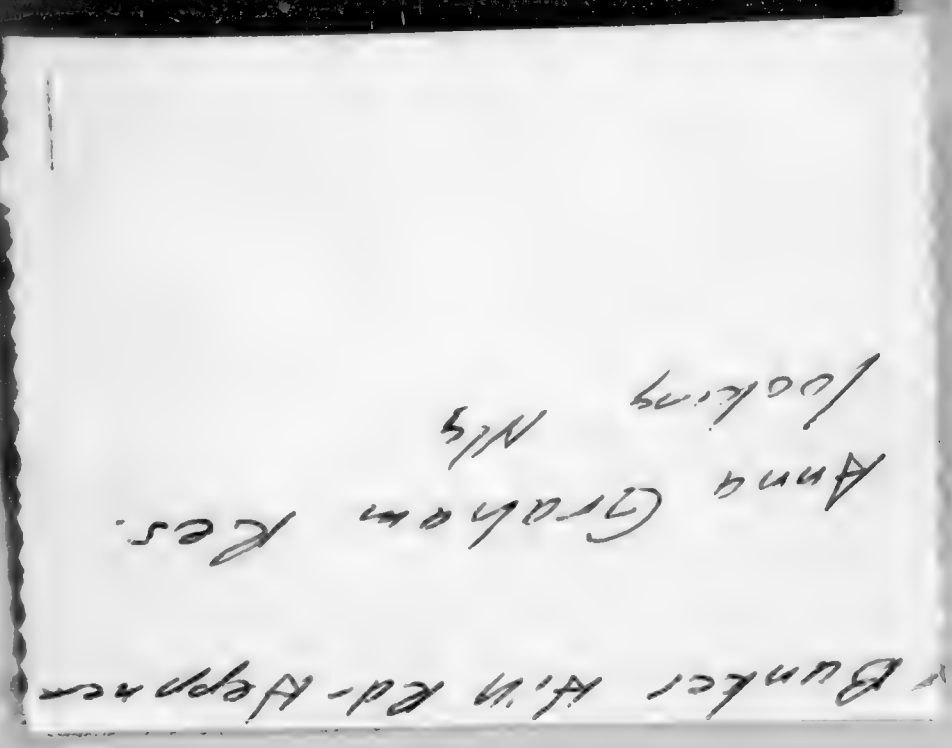
Graham Residence
Bunker Hill Rd. Heppner Section

Bunker Hill Rd - Veranda

Graham Residence

Looking Ely.

6/27/9



Graham Residence

6/27/67

June 26 1967

June, 1967

Graham Residence
Bunker Hill Rd. - Heppner Sect.

Anna Graham Res.
picture taken
looking Nly. shows
Rd. Approach on
Nly side of Residence.

Bunker Hill Rd - Heppner Sec

Bunker Hill Rd - Heppner -

6/27/67

Front of Graham
Residence

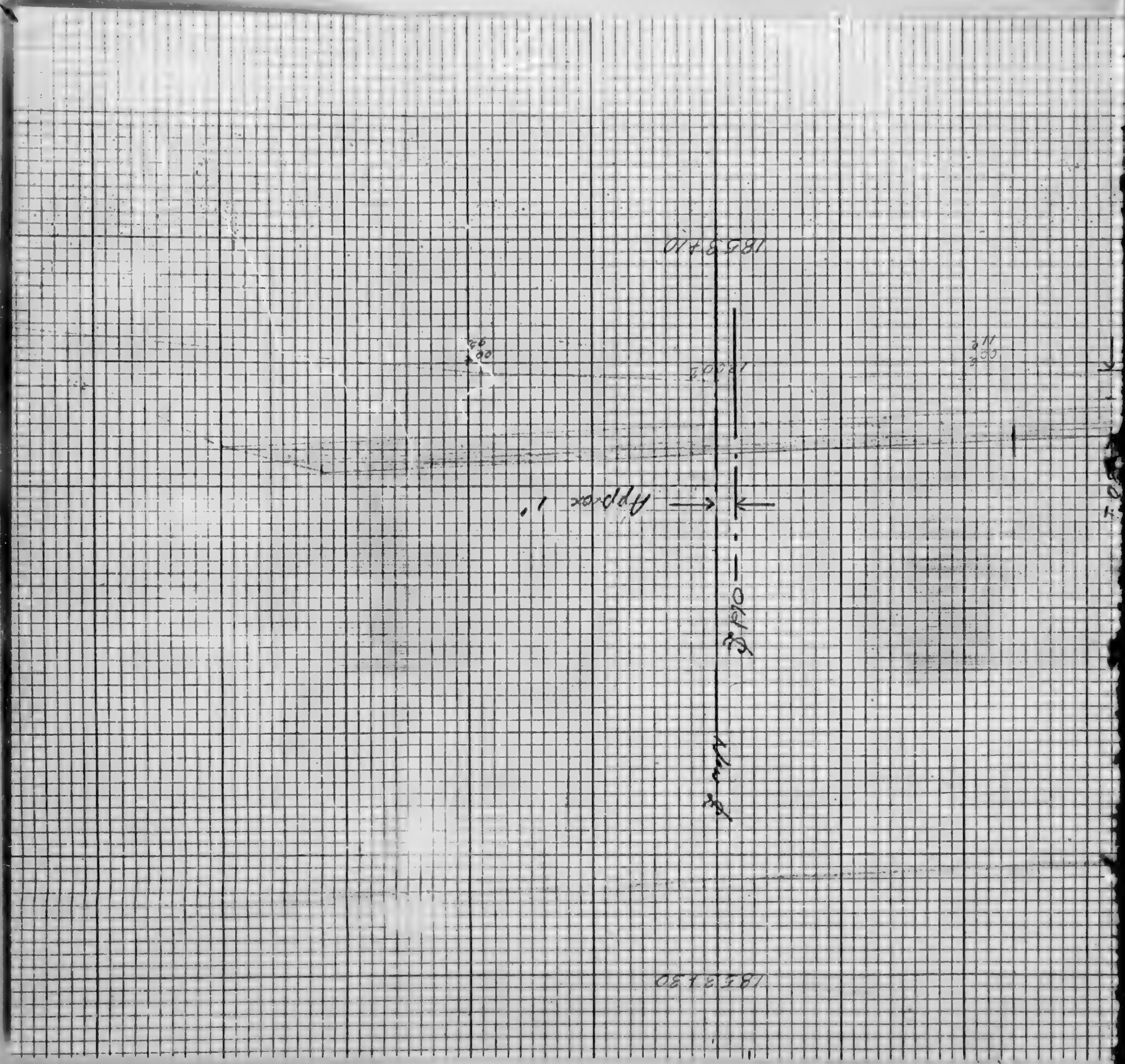
313

1853 & 30

Bldg.

1801 Floor at house

1853 & 10


Approx 1'
Approx 1'

Cross Section

Scale

Vert & Horiz

1" = 5'

1853428.5

Computed to be 2052 ft+

House

1853403

1853

1852793.5

8'

Concrete Walkway

3'

House Scale

Vert 1" = 10'

Hor 1" = 5'

Scale
Vert & Horiz
1" = 5'

Concrete walkway

House

Computed to be 20°23'14"

House Scale
Vert 1" = 10'
Horiz 1" = 5'

1853403

1853

1852493 S

1853428 S

Sisters, Oregon
June 18, 1967

5591

JUN 22 L.

REFERRED TO

Mann

BY DEPUTY STATE HIGHWAY ENGINEER

Will you have immediately. Please

advise me

State of Oregon
State Highway Department
Highway Building
Salem, Oregon
Dear Mr. Cooper:

Last week Mr. Abrams our attorney received a letter from Mr. Snell at La Grande in regard to a settlement with us for property they took last summer for the highway.

When we signed the option we were agreeable with the price for the fencing and land and we still feel that part was fair.

Your agent misrepresentid to us what they were going to do in front of our house.

The way they built the highway and the way they told us they were going to build it was altogether different.

Since the highway is built we are left below grade and a front door that is not used. No one can see the door now. Strangers comes to the back of the house to the bedroom door. I do not like having visitors come into my house thru the bedroom, past the bathroom and thru the kitchen to get into our living room. Especially people I have not met before and are on business. They don't we did not know wher to find your front door.

I have three aged people living with me and there is no easy entrance to my house for them.

The highway as now situated is

definitely a hazard. To get onto the highway the view is obstructed by the hill and the traffic is so much faster now. Already a car has hit the reflector the Highway Department put in front of our house.

Many people say to me one of these days you are going to have a car in your living room and I believe them.

Mr Paul Jones, Morrow County Judge has looked the situation over and has felt so strongly about the damage to us that he has talked to Mr. Fred Claybe about it. Mr. Jones said the County Court felt the same way as he did about the damage. I would be glad for you to talk to Mr. Claybe as he could tell you what Mr. Jones told him.

One of your highway men told me I definitely had a damage. This damage has affected the value of the propety as well as the inconvenience and hazard.

We feel had this not been misrepresented to us last summer something could have been worked out then.

No one from the Highway Dipartment has been in our house to really see what damage has been done to us other than an appraiser

There is a question I would also like answered. The Highway Dipartment paid the Golf Club $7700.00 for less than an acre of land and they did not use it for the new highway Since the highway is finished I feel pretty sure they will not use it for several years. Still they have left us in a very hazard situation, and

a great inconvenience and tell us $500.00 is a fair compensation.

We feel we are entitled to a much greater damage.

We are tax payers and we intend to be fair to the State Highway Department but we also expect them to be fair to us. Will you please take this under your advisement.

Very truly yours.
Mrs Claude Graham

From Letter from La Grande
File No 39764- Graham
Bunker Hill Road - Heppner Section
Heppner Highway
Morrow County

Heppner, Oregon
Feb. 17, 1967

NOTED | Copy | 2-21-67 | Init

Mr. A. F. Parsons
Division Engineer
La Grande, Oregon

RECEIVED
FEB 20 1967
Right of Way Office
La Grande

FEB 20 1967
REC'D DIV. OFFICE
LA GRANDE

Dear Mr. Parson:

In regard to settlement for damage to our homesite and dwelling, we received today from Mr. Glenn Gilbert his report of his appraisal which I am forwarding to you for you to look over.

It was suggested it be appraised so I had Mr. Gilbert from Pendleton since he is a licensed appraiser. This way we know we are being fair to the State. You will note the appraisal fee was no small item to us.

We do feel his appraisal price $1250.00 for the damage is certainly not to much to ask. And feel the State in fairness should consider giving us more but do feel we are at least entitled to his appraisal price.

You might be interested to know that a car has already knocked over the reflector the Highway Dept. put almost opposite our front door and almost went over the bank so we definitely are in a hazardous spot.

Anyone that has never been to our house before cannot see our front door as you have seen how the entrance is now and they come to the back of the house to the bedroom door which is very inconvenient.

Very truly yours,
Mrs Claude Graham

RECEIVED
MAR 2 - 1967
FOR FILING

25-1103

6899

March 2, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6899 awarded to E. H. Itschner Company for grading and paving the Bunker Hill Road-Heppner Section of the Heppner Highway in Morrow County was completed on November 28, 1966, and accepted by the Highway Commission on March 1, 1967.

Final payment in the amount of $11,622.91 will be released to the contractor after March 9, 1967. The total contract amount is $254,332.87 including $4,002.75 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc E. H. Itschner Company
Route 3, Box 48
Molalla, Oregon 97038

Great [illegible]n Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 2 - 1967
FOR FILING

25-1103
6199

March 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 28, 1966 on Contract No. 6899. The contract was with E. H. Itschner Company and was for grading and paving on the Bunker Hill Road-Heppner Section of the Heppner Highway in Morrow County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 1, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

bg ja

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Bunker Hill Road-Heppner		WEEK ENDING: January 21,1967
		SECTION PREFIX: 25-1103
HIGHWAY: Heppner		COUNTY: Morrow
NAME OF JOB: Bunker Hill Road - Heppner	KIND OF WORK: Grading and Paving	
CONTRACTOR: E.H.Itschner	CONTRACT NUMBER: 6899	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8,1966	DATE WORK STARTED: September 8,1966	ESTIMATED COMPLETION DATE: November 28,1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: None SUPERVISION: None	SPECIFIED WORK DAYS: NA	WORK DAYS USED: NA
	SPECIFIED CALENDAR DAYS: 80	CALENDAR DAYS USED: 80
	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 295,801.67		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 283,969.80	ENGINEERING AUTHORIZATION: $ 21,034.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 283,969.80	ENGINEERING COST TO DATE: $ 20,435.92	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: ____%	PERCENT OF AUTHORIZATION: 9%	DATE PROJECT WAS COMPLETED: November 28,1966

Semi-final submitted 1-3-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
	100	100	100	1000	100			
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM		PAVING
MILES IN PROJECT			2.84	2.84		2.84		2.84
MILES PARTIALLY COMPLETED								
MILES COMPLETED			2.84	2.84		0		2.84
TOTAL ESTIMATED QUANTITIES (CONTRACT)			26,800	35,300		38 T 222 y		10,800 T
TOTAL QUANTITIES CORRECTED TO DATE			37,996	33,755		0 0		10,274 T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			27,996	33,755		0 0		10,274
AVERAGE DAILY QUANTITIES								
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME								
NUMBER OF SHIFTS PER DAY			None					
HOURS PER SHIFT			None					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	NA		Routing
MONDAY	Fair			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	One man office work on Federal aid sheets
TUESDAY	One man office work on federal aid sheets
WEDNESDAY	No work
THURSDAY	"
FRIDAY	"
SATURDAY	

REMARKS

Work complete

Final report

SIGNED L. C. Johnson LOCATION Glennistor

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP'FZ18

RECEIVED
SEP 20 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY
WASCO
DAVID B. SIMPSON
PORTLAND

35.1103
6899

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 15, 1966

Union Pacific Railroad Company
2525 North Lafrabee Avenue
Portland, Oregon 97227

ATTENTION: Mr. W. G. Johnson

Re: Permit of Entry
Bunker Hill Rd.-Heppner Section
Heppner Highway - Morrow County
Contract No. 6899
YOUR FILE: D 9170 - 32 - 1

Gentlemen:

Attached you will find a copy of the Permit of Entry as revised and accepted by our Assistant State Highway Engineer, Mr. F. B. Klaboe, on September 12, 1966.

You will note the words "and subject to the State and its contractors assuming all liability in connection with the project for which they may be legally obligated," have been stricken since the Highway Department cannot accept blanket liability as you propose. You will note on page 8 of the Special Provisions that our contractor is required to provide the usual insurance that we require on all projects involving railroads, and in our opinion this is ample to cover any possible damage to the railroad because of this work.

We have received your letter of September 6, 1966 with which you returned a set of the construction plans as approved by Mr. J. M. Bates on behalf of your Chief Engineer. The alterations you request will be incorporated into the construction of the project by our field forces.

This project was awarded to E. H. Itschner Company, Route 3, Box 48, Molalla, Oregon on August 8, 1966. A conformed copy of the Contract and Bond is attached.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. Litchfield

T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachment

cc: F. B. Klaboe (w/copy of Permit of Entry)
L. H. Young " "
A. F. Parson " "
L. C. Johnson " "
J. W. Valentine " "

RECEIVED

UNION PACIFIC RAILROAD COMPANY

TRANSPORTATION DIVISION

DEPARTMENT OF OPERATION

W. G. JOHNSON
SUPERINTENDENT
OREGON DIVISION

2525 NO. LARRABEE AVE.
PORTLAND, OREGON 97227

SEPTEMBER 2, 1966

File Ref. D 9170 - 32 - 1

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
SEP 2 1966
CONSTRUCTION DIVISION

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

Mr. Forrest Cooper,
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Atten: Mr. F. D. Morgan,
Construction Engineer

Dear Sir:

Bunker Hill Road - Heppner Section
Heppner Highway -- Morrow County

Reference is made to the State's recent request for a permit of entry from Union Pacific Railroad Company in connection with proposed improvement of Heppner Highway under the above-captioned project.

Subject to the State of Oregon abiding by conditions set forth in the Railroad's usual form of agreement, which will among other things, grant the State easement rights for the purpose of constructing, using and maintaining Heppner Highway over the Railroad's right-of-way as indicated in green tint on attached copy of Railroad Division print dated AUGUST 5, 1966, labeled Exhibit "A"; grant the State temporary construction easements as shown in brown tint; provide for necessary rearrangement of Railroad right-of-way fences, and furnishing of engineering, inspection, roadway watchman, flagging and other protective services as needed to protect Railroad property and operations, all at expense of the State; require the State or its contractors to furnish to the Railroad, in satisfactory form, prior to construction, Public Liability and Property Damage insurance with maximum limits of not less than $250,000/500,000 in each category; and provide for construction of the highway in accordance with plans approved by the Railroad's Chief Engineer; ~~and subject to the State and its contractors assuming all liability in connection with the project for which they may be legally obligated;~~ and further subject to the State executing said form of agreement, the State of Oregon is hereby authorized to enter upon those portions of

the Railroad's right-of-way indicated in green and brown tint on aforesaid Exhibit "A" as necessary to perform its construction.

If satisfactory, will you kindly indicate your concurrence and acceptance of the aforementioned conditions by signing and dating the attached carbon copy of this letter as indicated below, and return to me for my record.

Yours very truly,

W. D. Johnson
HBD

Approved 9-12-66
F B Klabo
Asst. State Hwy. Engr.

RECEIVED
AUG 10 1966

FORM E-[illegible]

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FOR [illegible] 1965

6899

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

E. H. Rachner Company
Route 3, Box 46
Molalla, Oregon 97038

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6899 for the following project:

Grading and paving the Bunker Hill Road-Heppner Section of Heppner Highway in Morrow County.

This award was based on your bid of $233,235 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc F. D. Morgan
L. H. Young
C. D. Mattila (SHAC)
L. D. Merchant

RECEIVED
JUN 20 1966
FOR FILING

Salem, Oregon
June 17, 1966

Bunker Hill Road-Heppner Section
Heppner Highway

D. E. Moehring
Right of way Engineer

O F F I C E

State funds will be used for the purchase of right of way on the Bunker Hill Road - Heppner Section of the Heppner Highway in Morrow County. You have estimated the cost to be $25,000.

You should use Prefix - - - 25-2005.

L. H. Young
Office Engineer

JAH: la
cc: C. Laux

35-8313 Antone Junction Rock Prod. 1966
Proj. on the Ochoco Hwy.
#6900

RECEIVED
JUN 6 - 1967
FOR FILING
35-8313
6900

3H-3

April 26, 1967

C. B. Construction Co.
22 W. Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6900 on the Antone Junction Section of the Ochoco Highway in Wheeler County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc J. F. Putnam
R. H. Clark
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
MAR 30 1967
FOR FILE

35-8313

6900

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
JJABs:gu

March 29, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 3
April 25, 1967 meeting

Gentlemen:

C. B. Construction Company, contractor on the Arlene Junction rock production project, on the Ochoco Highway in Wheeler County, Contract No. 6900, requests a 60-calendar day extension in the time allowed for completion. The request is to increase the calendar days to 200 from the 140 specified because of alleged delay encountered on another State Highway project and an assertion that the State suffered no loss because of the delay in completing this project.

This contractor did the crushing on the Cogswell Creek-State Line Contract No. 6788 as a subcontractor. At your September 1966 meeting, a request for time extension on that project was declined because the contractor delayed starting work on it and had no valid reason for extension. The contract provisions for the subject project do not allow inter-relation of a completely separate and isolated project as a factor that can be recognized. Shortages of labor and equipment are specifically excluded from the valid reasons for extension.

Actually, the contractor started this project some 5-1/2 months after it was awarded. It was completed March 6, 1967 after 52 penalty days, amounting to $2,600 liquidated damages, had accrued.

It is recommended that the request be denied. This is a State project.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6900 Contractor C. B. Construction Co.

Highway Ochoco

Section Antone Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be DENIED ~~GRANTED~~. The reasons for such recommendation are as follows:

Recommended for Approval:

D. A. Wemple
Division Engineer

for
Construction Engineer or Bridge Engineer

J. K. Dobson
Assistant State Highway Engineer

Contract No.	6900
Project designation	State Project (State-Federal)
Date awarded	August 8, 1966
Work started	Jan. 23, 1967
Per cent completed	100 % completed 3-6-67 (Date)
No. of ~~Workdays~~ Calendar days Allowed	140
No. of ~~Workdays~~ Calendar days Used	192
No. of Added ~~Workdays~~ Requested	60

82*6200-704

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for Calendar Days

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 6, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of calendar days from 140 days to 200 days, within which to complete our Contract No. 6900, without the assessment of liquidated damages. The said contract is described as follows:

calendar days Antom Junction Rock Production

The dates of the during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: For reasons beyond our control such as bad weather and liquid limits required but later found out of order by Salem office approximately 60 calendar days extra were required on Lake County Contract No. 6788.

We would like to have your consideration of this request on the basis that the Oregon State Highway Commission has suffered no damage whatsoever due to the delay.

Respectfully submitted,

C. B. CONSTRUCTION COMPANY
Contractor

By [signature]
Managing Partner

CONSENT OF SURETY

Date March 6, 19 67

We, Fidelity and Deposit Co

, as

surety on the bond guaranteeing the completion of the contract above listed, hereby join in and consent to said request for an increase in the number of and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

[signature]
Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 15, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Request for Time Extension
Antone Junction Rock Production
Contract No. 6900

C.B. Construction Company requests a 60-calendar day extension of time on the subject project which would delete all penalty. The contractor gives two reasons: First, that the Highway Commission has suffered no damage because of the delay in completion; and Second, contends that the delay on this project was caused by delays on the Cogswell Creek-State Line Contract 6788, on which this same contractor did the rock crushing.

We do not believe the first reason is valid under the specifications. Penalties for late completion on our contracts are not contingent on whether the State suffered any loss. The contract provisions clearly state that time is of the essence and sets forth a schedule of liquidated damages accordingly.

The contractor on the Cogswell Creek-State Line Section also submitted a request for time extension, which was declined at the September Commission meeting primarily because the contractor started work 35 days late and was slow in his quarry development. The division office advises that the subject contractor chose to do some work for the City of Burns and some private work after completing the Gap Ranch-Chickahominy Section and before moving to the Cogswell Creek-State Line job.

There was one other bidder on this project which was awarded August 8, 1966, but the contractor did not start work until January 23, 1967--or some 5-1/2 months later. A special provision specifically states that "shortage or inadequacy of labor or equipment" shall not be considered to be beyond the contractor's control. We therefore do not believe the second reason is valid either.

This is a State project and was actually completed March 6, 1967, with 52 days accrued penalty amounting to $2,600. We recommend the request be denied. A rough draft letter to the Highway Commission is attached.

RECEIVED
MAR 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

F.D. Morgan
Construction Engineer
By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
cc: L.H. Young

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6900 Contractor C. B. Construction Co.

Highway Ochoco

Section Antone Junction

Kind of Work Rock Production

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be DENIED ~~XXXXXXXX~~. The reasons for such recommendation are as follows:

~~XXXXXXXX~~

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6900
Project designation	State Project (State-Federal)
Date awarded	August 8, 1966
Work started	Jan. 23, 1967
Per cent completed	100 % completed 3-6-67 (Date)
No. of ~~Workdays~~ Calendar days Allowed	140
No. of ~~Workdays~~ Calendar days Used	192
No. of Added ~~Workdays~~ Calendar days Requested	60

SP 2206-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for ~~Workdays~~ Calendar Days

Increase in Number of ~~Workdays~~ calendar days

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 6, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 140 days to 200 days, within which to complete our Contract No. 6900, without the assessment of liquidated damages. The said contract is described as follows:

~~calendar days~~ Antone Junction Rock Production

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: For reasons beyond our control such as bad weather and liquid limits required but later found out of order by Salem office approximately 60 calendar days extra were required on Lake County Contract No. 6788.

We would like to have your consideration of this request on the basis that the Oregon State Highway Commission has suffered no damage whatsoever due to the delay.

Respectfully submitted,

C. B. CONSTRUCTION COMPANY
Contractor

By [signature]
Managing Partner

CONSENT OF SURETY

Date March 6, 19 67

We, [illegible] Insurance Co

..... , as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

[illegible]
Attorney-in-fact

(SEAL)

[illegible]
Resident Agent

RECEIVED
APR 7 - 1967
FOR ...

35-X-E-1-E
6900

April 6, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 6900 awarded to C. B. Construction Company for rock production on the Antone Junction Section of the Cohoes Highway in Wheeler County was completed on March 6, 1967, and accepted by the Highway Commission on April 4, 1967.

Final payment in the amount of $1,690.50 will be released to the contractor after April 13, 1967. The total contract amount is $31,214.30 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc C.B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Mr. E. A. Valentine
1209 S.W. 6th Avenue
Portland, Oregon 97204

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 5 - 1967
FOR FILING

35-8313
6900

April 4, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 6, 1967, on Contract No. 6900. The contract was with C. B. Construction Company and was for rock production on the Antone Junction Section of the Celsoe Highway in Wheeler County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 4, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Lloyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

arb jw

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Antone Junction		WEEK ENDING: March 11, 1967
		SECTION PREFIX: 35-8313
HIGHWAY: Ochoco		COUNTY: Wheeler
NAME OF JOB: Antone Junction	KIND OF WORK: Rock Production	
CONTRACTOR: C. B. Construction Co.	CONTRACT NUMBER: 6900	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: Jan. 23, 1967	ESTIMATED COMPLETION DATE: complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 10 SUPERVISION: 2	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 140	CALENDAR DAYS USED 192
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 137
PROJECT AUTHORIZATION: $ 38,345.62		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 35,618.82	ENGINEERING AUTHORIZATION $ 2,726.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,906.77	ENGINEERING COST TO DATE $ 1,700.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 93
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.8%	PERCENT OF AUTHORIZATION 62 %	DATE PROJECT WAS COMPLETED: March 6, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					11,500		
TOTAL QUANTITIES CORRECTED TO DATE					11,501		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					11,501		
AVERAGE DAILY QUANTITIES					1,400		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					complete		
NUMBER OF SHIFTS PER DAY					2		
HOURS PER SHIFT					9		

EQUIPMENT USED DURING THE WEEK:

1 crusher

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	clear - mild			
MONDAY	"			Decker 9
TUESDAY				3
WEDNESDAY				Walker W
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Finished shaping stockpiles.
TUESDAY	Moving out crusher.
WEDNESDAY	Moving out crusher.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor completed shaping stockpiles on the 6th and they were remeasured on the 8th.

Semifinal Estimate was submitted to Division Office on the 10th.

Final Report.

SIGNED R. H. Clark LOCATION Bend

R. H. Clark, Res. Eng'r.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 27 1966
FOR FILING

C. B. Construction Company

22 WEST ALDER WALLA WALLA, WASHINGTON 99362

December 21, 1966

Mr. R. H. Clark, Resident Engineer
Oregon State Highway Department
P. O. Box 1249
Bend, Oregon 97701

Routing
Morgan
Decker
Barbee
Walker
Swan
Peaso
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
DEC 23 1966
CONSTRUCTION DIVISION

Re: Antone Junction
Contract No. 6900

Dear Mr. Clark:

This is in answer to your letter of December 13 regarding our rock production contract at Antone Junction.

Naturally, I am very much disappointed to have to write to you that we are going to be on liquidated damages on this job before we start. We have had a lot of difficulties in weather, bad rock and mechanical troubles on our job at Lakeview. We are now producing plant mix rock which is the final phase on this job.

I think I am giving us plenty of time when I say we will finish at Lakeview on January 19. Our schedule to start crushing at Antone Junction is January 26 and to finish February 11.

NOTED
F. B. KLABOE

There is a possibility that with real good weather and good luck that we could beat this a few days. I sincerely hope that it will not be at a later date.

Very sincerely yours,

C. B. CONSTRUCTION COMPANY

Clarence Braden
Managing Partner

CB:mt

Copy to J. F. Putnam
12-27-66 BBC

RECEIVED
DEC 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 10 1966

FORM E-129

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6980 for the following project:

Antone Junction Rock Production Project
on Ochoco Highway in Wheeler County.

This award was based on your bid of $33,810 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc F. D. Morgan
L. H. Young
C. D. Matthis (RLAC)
L. D. Merchant

8-1107	Burnt Hill Cr.-Lone Ranch Sec., Oregon Coast Hwy.	1966
#6901	(Culvert invert paving)	

RECEIVED
MAR 1 - 1967

8-1107
6901

#5

February 1, 1967

Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

Dear Mr. Jensen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6901 on the Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of 12 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc L.R. Chandler
J.E. Holland
L.H. Young
F.D. Morgan
C.E. Maison

E-230 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for Calendar Days

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 20, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 80 days to 92 days, within which to complete our Contract No. 6901, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: .

Contract items were completed within the 80 days allotted , extra 12 days were required to perform extra work under price agreement #1

Respectfully submitted,

Fred Jensen , Contractor
Contractor

By Fred Jensen

CONSENT OF SURETY

Date December 20, 19 66

We, United Pacific Insurance Company

Box 1788 - Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ calendar days, and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ calendar days remained as stipulated in the original agreement.

Marcie J. Rookard
Attorney-in-fact
Marcie J. Rookard

(SEAL)

Don L. Eastburn
Resident Agent
Don L. Eastburn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Calendar Days

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of Calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6901 Contractor Fred Jensen

Highway Oregon Coast

Section Burnt Hill Creek-Lone Ranch Creek

Kind of Work Culvert Invert Paving

It is recommended that the request for increase in the number of Calendar days within which to complete said contract be DENIED or GRANTED. The reasons for such recommendation are as follows:

The original contract was completed with in the time limit, an additional 92-inch pipe at Hooskanaden Creek was added to the contract, covered under P.A. #1. Contractor was assured that he would be granted additional time when he agreed to the additional work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6901
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	August 18, 1966
Per cent completed	
No. of Calendar Days Allowed (Date)	80
No. of Calendar Days Used	92
No. of Added Calendar Days Requested	12

SP*6200-724

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 30, 1966

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Request for Time Extension
Burnt Hill-Lone Ranch Creek Section
Oregon Coast Highway
Curry County
Contract No. 6901

Fred Jensen, contractor on the above project, requests 12 additional calendar days because of extra work added to the contract by a price agreement. Eighty calendar days were allowed on the contract, and the contractor completed all the planned work within that time.

In the very late stages, the Division recommended that work be added to repair the invert paving in an additional large culvert at Hooskanaden Creek. The contractor gave us a reasonable price, and stated at the time that 15 calendar days additional would be required. The additional work was authorized with the understanding that this would be done.

All work was completed on December 9, 1966, with only 12 additional calendar days charged. This is a State project. We recommend that the 12 additional calendar days be granted, which will delete all penalty.

A rough draft of a letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB:g

Attachment

cc L.H. Young

RECEIVED
DEC 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 9 - 1967

8-1107

6901

February 9, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

A post-final payment for $900 will be made to Fred Jensen on Contract No. 6901 for culvert invert paving on the Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County, as soon as the warrant is prepared.

The total amount paid on this contract will be $82,710.61 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

C.H. Maison
Attn: John Herr

RECEIVED
JAN 24 1967
FOR FILING
8-1107
6901

January 23, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6901 awarded to Fred Jensen for culvert invert paving on the Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County was completed on December 9, 1966, and accepted by the Highway Commission on January 23, 1967.

Final payment in the amount of $3,169 will be released to the contractor after January 30, 1967. The total contract amount is $81,810.61 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 23 1967
FOR FILING

8-1167
6711

January 23, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 9, 1966, on Contract No. 6901. The contract was with Fred Jensen and was for culvert invert paving on the Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 23, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
JAN 6 - 1967
FOR FILING
1-1107
6901

January 5, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
January 31, 1967 Meeting

Gentlemen:

Fred Jensen, contractor on the Burnt Hill-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County, Contract No. 6901, has requested a 12-calendar day time extension on this project. Reason for the request is additional work added to the contract by price agreement.

All work specified by the original contract was completed within the time allowed. This is a State project for invert paving work for protection of several large culverts. The additional 12 days were required to repair an additional one not included in the original contract.

I recommend the 12 additional calendar days be approved. This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for Calendar Days
Increase in Number of ~~Workdays~~
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 20, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ Calendar days from 80 days to 92 days, within which to complete our Contract No. 6901, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ Calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Contract items were completed within the 80 days allotted, extra 12 days were required to perform extra work under price agreement #1

Respectfully submitted,

Fred Jensen, Contractor
Contractor

By Fred Jensen

CONSENT OF SURETY

Date December 20, 19 66

We, United Pacific Insurance Company

Box 1788 - Eugene, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of ~~workdays~~ Calendar days and hereby agree to remain fully bound as surety in all respects as if the number of ~~workdays~~ Calendar days remained as stipulated in the original agreement.

Marcie J. Rookard
Marcie J. Rookard

(SEAL)

Don L. Eathorn
Don L. Eathorn, Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of ~~Workdays~~ Calendar Days

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6901 Contractor Fred Jensen

Highway Oregon Coast

Section Burnt Hill Creek-Lone Ranch Creek

Kind of Work Culvert Invert Paving

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

The original contract was completed with in the time limit, an additional 92-inch pipe at Hooskanaden Creek was added to the contract, covered under P.A. #1. Contractor was assured that he would be granted additional time when he agreed to the additional work.

Recommended for Approval:

Carl M. Halvorsen
Division Engineer

Chas. A. Bond
Construction Engineer or Bridge Engineer

M. K. Laborde
Assistant State Highway Engineer

Contract No.	6901
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	August 18, 1966
Per cent completed	(Date)
No. of ~~Workdays~~ Calendar Days Allowed	80
No. of ~~Workdays~~ Calendar Days Used	92
No. of Added ~~Workdays~~ Calendar Days Requested	12

BP*8256-724

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burnt Hill Creek-Lone Ranch Creek		WEEK ENDING: 30 December 1966
		SECTION PREFIX: 8-1107
HIGHWAY: Oregon Coast		COUNTY: Curry
NAME OF JOB: Burnt Hill Creek-Lone Ranch Creek	KIND OF WORK: Culvert Invert Paving	
CONTRACTOR: Fred Jensen	CONTRACT NUMBER: 6901	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8 August 1966	DATE WORK STARTED: 18 August 1966	ESTIMATED COMPLETION DATE: 9 December 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 92
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100
PROJECT AUTHORIZATION: $ 91,192.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 84,707.~~XX~~ 70	ENGINEERING AUTHORIZATION $ 6,484.80	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 81,910.61	ENGINEERING COST TO DATE $ 6,415.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.5
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.43 %	PERCENT OF AUTHORIZATION: 98.91 %	DATE PROJECT WAS COMPLETED: 9 December 1966

Semi-final submitted 29 Dec. 1966
This will be last Weekly

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. P. A. #1	72 inch 100%	96 inch 100%
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED					100%	678	4,170
TOTAL ESTIMATED QUANTITIES (CONTRACT)					100%	672.5	4,028.5
TOTAL QUANTITIES CORRECTED TO DATE					100%	672.5	4,028.5
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Job completed. Semi-final was submitted on 29 December 1966. This will be the last weekly report.

SIGNED J. E. Holland, Res. Eng. LOCATION Pandon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM 6-1

RECEIVED
AUG 10 1966
COMMISSIONERS

FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
MARCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6401

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 9, 1966

- FORREST COOPER
  STATE HIGHWAY ENGINEER
- R. L. PORTER
  DEPUTY STATE HWY. ENGR.
- G. E. ROHDE
  CHIEF COUNSEL

Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon

Dear Mr. Jensen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6401 for the following project:

Culvert invert paving on Burnt Hill Creek-Lone Ranch Creek Section of the Oregon Coast Highway in Curry County.

This award was based on your bid of $81,060 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

Merrill Junction-Mail. 1966
State Line Sec., Fairfield Hwy.
#6902 (Paving)

RECEIVED
MAR 1 - 1967
FOR [illegible]

118-1131
6902

3i
1-31-67

February 1, 1967

#1

Asphalt Paving Company
350 Spring Street
Klamath Falls, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6902 for the Merrill Junction-California State Line Section of the Hatfield Highway in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an increase in the number of calendar days from 75 to 89.

Very truly yours,

Floyd Cheny, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc J.F. Putnam
W. Reid Merritt
L.H. Young
F.D. Morgan
C.H. Maison

FORM E-20 50M -10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 21, 1966

SUBJECT: Request for Time Extension
Merrill Jct.-California State Line
Contract No. 6902

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Asphalt Paving Company, contractor on the subject project, has submitted a request for an additional 14 calendar days time. (The request was first prepared in letter form before project was complete. There are really only two penalty days) Reason given as a delay in the delivery of sight posts. This is a State project and time extension is covered by the current supplemental Standard Specification, which allows extension for reasons beyond the control of the contractor.

Some pertinent dates relating to this matter follow:

1.	Date of contract ---	August 8, 1966
2.	Start of calendar day count ---	August 26
3.	Contractor started work ---	September 28
4.	Posts ordered ----	October 14
5.	75 calendar days allowed elapsed-	November 8
6.	Contract completed --	November 10

This was a straight overlay project (no rental work) with a bid item for 60 guide posts. We do not believe that the non-delivery of the posts in this instance was beyond the contractor's control. It was within his control to order them earlier instead of waiting until within 3-1/2 weeks of the completion date.

The two days penalty amounts to $200. We recommend the request be denied. A rough draft of a letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

RECEIVED
DEC 21 1966
OFFICE OF
HIGHWAY ENGINEER

Form E-320—3M—9-54

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 6, 1966

Gentlemen:

We, the undersigned, respectfully request an extension of 14 days time, from Nov. 10, 1966, to Nov. 24, 1966, within which to complete our Contract No. 6902, described as follows: Highway - Hatfield Section - Merrill Junction Calif. State Line

The above request is based upon the following reasons: On Oct. 14, 1966, we telephoned three different Guide Post Supply Houses in an effort to purchase 60 only Guide Posts. Not one supplier had a single Guide Post in stock. The Traffic Safety Supply Co. promised delivery on Nov. 1st. However, we did not received the posts until Nov. 10. We feel that we did everything possible, but due to no fault of our own, we were unable to complete the job on time.

Respectfully submitted,

Asphalt Paving Co.
Contractor

By J. E. Dymond

CONSENT OF SURETY

Date 12-6-66, 19

We, SEABOARD SURETY COMPANY

, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

BY: Philip K. Heaney
Phillip K. Heaney Attorney-in-fact

VICTOR S. RISLEY CO.

BY: Philip K. Heaney
Resident Agent

Oregon

(SEAL)

State Printing 78755

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6962 Contractor Asphalt Paving Company

Highway Redmond

Section Terrill Junction - California State Line

Kind of Work Paving

It is recommended that such extension be DENIED as requested under the following terms and conditions:

75 Work Days

Recommended for Approval:

J. W. Lattimer
Division Engineer

T. H. Cutsforth Bond
For Construction Engineer or Bridge Engineer

J. H. Labbe
Assistant State Highway Engineer

Contract No. 6962

Project designation Pilot
State—Federal

Date awarded August 8, 1956

Work started September 24, 1956

Per cent completed 100% November 14, 1956
Date

Specified completion date 75 calendar days

Previously extended to

Extension requested to

RECEIVED
JAN 17 1967
FOR FILING

118-1131

6902

January 17, 1967

Seaboard Surety Company
315 Montgomery Street
San Francisco, California

Gentlemen:

Contract No. 6902 awarded to Asphalt Paving Company, for paving on the Merrill Jct.-California State Line Section of the Hatfield Highway in Klamath County was completed on November 10, 1966, and accepted by the Highway Commission on January 16, 1967.

Final payment in the amount of $4,111.25 will be released to the contractor after January 24, 1967. The total contract amount is $76,824.51 including $1,138.94 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Asphalt Paving Co.
350 Spring Street
Klamath Falls, Oregon 97601

Seaboard Surety Company
100 William Street
New York 38, New York

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 17 1967
FOR FILING

118-1131
6902

January 16, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 10, 1966, on Contract No. 6902. The contract was with Asphalt Paving Co. and was for paving on the Merrill Junction-California State Line Section of the Hatfield Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 16, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam

bg

RECEIVED
DEC 29 1966
118 - 1131
4902

December 28, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 31, 1967 meeting

Gentlemen:

Asphalt Paving Company, contractor on the Merrill Junction-California State Line Section of the Hatfield Secondary Highway in Klamath County, Contract No. 4902, requests an increase in the number of calendar days from 75 to 89. Reason given is an alleged delay in delivery of guide posts.

The project was contracted August 8, 1966. The contractor did not order the posts until October 14 and they were delivered and installed on the project on November 10, 1966, which is the final completion date. There are, therefore, only two penalty days involved.

Although the contract specifications allow time extension for reasons beyond the control of the contractor, we do not believe the circumstances in this case qualify. Considerable time elapsed after the award of the contract before the posts were ordered. We, therefore, recommend that the contractor's request be denied.

This is a State project and liquidated damages accrue at the rate of $100 per day, making a total of $200 actual penalty.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
L. H. Young
F. D. Morgan
J. F. Putnam

JAB:sg fn

Form H-320 3M 9-54

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date December 6, 19 66

Gentlemen:

We, the undersigned, respectfully request an extension of 14 days time, from Nov. 10, 19 66, to Nov. 24, 19 66, within which to complete our Contract No. 6902, described as follows: Highway - Hatfield Section - Merrill Junction Calif. State Line

The above request is based upon the following reasons: On Oct. 14, 1966, we telephoned three different Guide Post Supply Houses in an effort to purchase 60 only Guide Posts. Not one supplier had a single Guide Post in stock. The Traffic Safety Supply Co. promised delivery on Nov. 1st. However, we did not received the posts until Nov. 10. We feel that we did everything possible, but due to no fault of our own, we were unable to complete the job on time.

Respectfully submitted,

Asphalt Paving Co.
Contractor

By J. K. Bynum

CONSENT OF SURETY

Date 12-6-66, 19

We, SEABOARD SURETY COMPANY

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

BY [illegible]
Attorney-in-fact (SEAL)

BY [illegible]
Oregon Resident Agent

State Printing 78755

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6902 Contractor Asphalt Paving Company

Highway Hatfield

Section Merrill Junction - California State Line

Kind of Work Paving

DENIED

It is recommended that such extension be ~~granted as requested~~ under the following terms and conditions:

75 Work Days

Recommended for Approval:

J Hartman
Division Engineer

Lloyd P. Lovell
for Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

Contract No. 6902

Project designation State
State—Federal

Date awarded August 8, 1966

Work started September 28, 1966

Per cent completed 100% - November 10, 1966
Date

Specified ~~completion date~~ calendar days 75

Previously extended to

Additional Calendar Days Requested - 14

~~Extension requested to~~

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Merrill Junction-California State Line		WEEK ENDING: December 17, 1966
		SECTION PREFIX: 118-1131
HIGHWAY: Hatfield		COUNTY: Klamath
NAME OF JOB: Merrill Junction-California State Line	KIND OF WORK: Paving	
CONTRACTOR: Asphalt Paving Company	CONTRACT NUMBER: 6902	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: September 28, 1966	ESTIMATED COMPLETION DATE: November 10, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN. 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 75	CALENDAR DAYS USED 77
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 103
PROJECT AUTHORIZATION $ 107,047.12		
EXCLUSIVE OF ENGINEERING $ 99,434.88	ENGINEERING AUTHORIZATION $ 7,612.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 81,364.15	ENGINEERING COST TO DATE $ 7,951.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 16.6 %	PERCENT OF AUTHORIZATION 104.5 %	DATE PROJECT WAS COMPLETED: November 10, 1966

Semi-Final Estimate Submitted 12-14-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	100	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					2.63
MILES PARTIALLY COMPLETED					2.63
MILES COMPLETED					2.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)					10,400 Tons
TOTAL QUANTITIES CORRECTED TO DATE					8,571.42 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,571.42 Tons
AVERAGE DAILY QUANTITIES					0 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					0 Tons
NUMBER OF SHIFTS PER DAY					0
HOURS PER SHIFT					0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	~~WORK~~ Calendar DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy-Showers	0	—	Project Completed
MONDAY	Pt. Cloudy	0	—	"
TUESDAY	Snow-Rain	0	—	" "
WEDNESDAY	Pt. Cloudy-Cool	0	—	"
THURSDAY	Clear-Cool	0	—	" "
FRIDAY	Clear-Cool	0	—	" "
SATURDAY		0	—	" "

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity -
MONDAY	Office personnel worked on semi-final estimate and supporting data.
TUESDAY	Office personnel worked on semi-final estimate and supporting data.
WEDNESDAY	Completed semi-final estimate and supporting data and submitted to Division Office.
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

Office personnel worked Monday thru Wednesday to complete semi-final estimate and supporting data and was submitted to Division Office Wednesday.

FINAL REPORT

SIGNED H. Lee Merritt LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
AUG 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

18 1121
1902

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Asphalt Paving Company
P. O. Box 547
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6902 for the following project:

Paving the Merrill Junction-California State Line Section of the Hatfield Highway in Klamath County

This award was based on your bid of $89,153 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
L. D. Merchant

18-1132 Worden-California State Line Sec., The Dalles-California Hwy. (Grading and paving) 1966

#6903

MAR 27 1970

FOR FILING

18-1132

641

March 27, 1970

Wells-Reed-Hood-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A second post-final payment for $2,700 will be made to Page Paving Company on Contract No. 6903 for grading and paving the Worden-California State Line Section of The Dalles-California Highway in Klamath County as soon as the warrant is prepared.

The total amount paid on this contract will be $355,226.92 including the post-final payment. Of the total $2,349.24 is for force account.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

Frank Morgan
Ivan Merchant
V. E. Skoog
Attn: John Herr
J. F. Putnam

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APR 14 1970
FOR FILING

18-1132
6903

March 18, 1970

#3

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

The State Highway Commission at its meeting on March 17, 1970, granted your request for a 27-day time extension on Contract No. 6903 for grading and paving the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cr

bc: F. D. Morgan
V. E. Skoog
J. F. Putnam
Reid Meritt

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FEB 20 1970
FOR FILE
18-1132
6903

February 20, 1970

Oregon State Highway Commission

Gentlemen:

Request for Extension of Time
No. 3
March 17, 1970 meeting

Page Paving Company, contractor on the Worden-California Line Section of The Dalles-California Highway in Klamath County, Contract No. 6903, requests a 27-day time extension which will eliminate $2,700 liquidated damages now charged against the project.

The request is based on a substantial overrun in grading work which was done on an hourly rental basis with the State directing the operation. Because of the overrun in this item, surfacing and subsequent paving were delayed.

The matter was recently reviewed by the Division's contractor Claims Review Board and it is their recommendation that the extension be granted. It is a somewhat difficult situation to analyze where part of the work is under the direction of the State to say that a 48 percent overrun in this item did not materially delay the remaining unit price work.

The matter will be on the agenda for the March 17 meeting and I recommend that it have your favorable consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
V. E. Skoog
J. F. Putnam

JAB:fw/RLP:ms sr

RECEIVED
FEB 18 1970
FOR THE
OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6903

6-14

February 5, 1970

Mr. Emerson B. Page, President
Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

RE: Worden-California Line Section
Contract No. 6903

Dear Mr. Page:

This will confirm the time of 1:15 P.M. Monday, February 16, for your meeting with the Claims Review Board to review your request for complete time extension on the subject project.

The meeting will be in Room 103, the Small Conference Room, on the first floor of the State Highway Building here in Salem.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw
cc: R. L. Porter
F. B. Klaboe
Tom Edwards
G. E. Rohde
V. E. Skoog
C. G. Swenson

Note to Board Members:
This involves 27 days liquidated damages that the State is still holding in the amount of $2,700.

2-16-70 Review board granted entire 27 days time extension. JAB

RECEIVED
FEB 6 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 - 1970

OREGON STATE HIGHWAY DIVISION

12-11-32

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

6903

February 2, 1970

Mr. Norman Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

RE: Worden-California Line Section
Contract No. 6903

Dear Mr. Kobin:

Your request for reconsideration of additional time extension on behalf of Page Paving Company, contractor on the subject project, is still pending. It has been suggested that this would be a proper matter to submit to our Claims Review Board to evaluate.

If you would like to proceed in that manner, please advise, along with your preference as to a meeting time, and I will try to arrange it.

Very truly yours,

John A. Bond, Secretary
Claims Review Board

JAB:fw

bc: F. B. Klaboe

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 8 - 1970
FOR FILING

18-11-2
6903

January 7, 1970

Mr. Norman B. Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Dear Mr. Kobin:

Re: Worden-California Line Section
Contract No. 6903

We have reviewed our file on the original request for contract time extension on this project which is the subject of your October 24 letter to Construction Engineer F. D. Morgan.

We are still at somewhat of a loss to rationally derive a further time extension. Knowledge of merely the court decision of a dispute between the contractor and a subcontractor, which apparently involved other elements in addition to the time liquidated damages, is hardly adequate for us. We still cannot justify recommending further extension from the information available to us. We would, however, carefully consider any additional information which you could provide related to the merits of the assessed time liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
G. E. Rohde
F. D. Morgan
J. F. Putnam

JAB:fw srb

ROUGH DRAFT

4pd file

December 16, 1969

Oregon State Highway Commission

Gentlemen:

We find it necessary to reconsider an older request for contract time extension on the Worden-California Line Section of The Dalles-California Highway, Contract No. 6903, in Klamath County.

This project was completed in 1967 and a request for extension was considered at your August 29, 1967 meeting at which time 6 days extension was granted leaving 27 days and $2,700 liquidated damages in effect against the prime contractor, Page Paving Company.

This matter subsequently became one part of a court action between a subcontractor and the prime contractor who had in turn withheld the liquidated damages from the subcontractor. The issues were recently resolved in Federal court and the liquidated damages item was found in the subcontractor's favor. Page Paving Company through his Attorney, has recently made demand against the State to recover the liquidated damages under the contract.

We have reviewed the contract records and do not believe the delay in completion of the project was the fault of the prime contractor. Since the court has found it was not the fault of the subcontractor and also based on the advise of our Legal Department, it is recommended that a 27-day time extension be granted which will delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the Dec 23 meeting.

Very truly yours

JAB:fw

cc F. D. Morgan

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 15, 1969

SUBJECT: Worden-California Line Section
Contract No. 6903
Request for Time Extension

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

This project was completed in June of 1967 with 33 days liquidated damages. The contractor requested a complete time extension which was considered by the Highway Commission on August 29, 1967 at which time 6 days extension was granted leaving 27 days and $2,700 in effect. Mr. Page subsequently protested this decision, but we held firm against further time extension (see your letter to Mr. Page dated September 11, 1967).

Mr. Page apparently withheld these liquidated damages from his grading and rock crushing subcontractor, Hal Bailey Equipment Contracting, Inc. This latter firm filed a lawsuit against Page to recover the liquidated damages and some other unrelated items. Our Legal Department had some further correspondence on this, but the State was not directly involved in the court action. I understand our records, including particularly the time extension recommendations and reports, were made available to the two sides. This action was recently decided in the subcontractor's favor in Federal court.

Through his Attorney, Page now seeks his own recovery from the State. The entire file has been reviewed by Mr. Lindas who made the attached December 3, 1969 report. Note the last paragraph wherein Mr. Lindas recommends that the State release the liquidated damages.

I do not believe we could show that the late completion was due to just the prime contractor's operations. We therefore recommend a 27-day time extension. I assume this should be handled as an ordinary time extension procedure. This was a State project. A rough draft letter to the Highway Commission is enclosed.

RECEIVED
DEC 16 1969
OFFICE OF
STATE HIGHWAY ENGINEER

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc V. L. Gallagher

FORM E-30 (12-67)

Routing

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem Office

December 3, 1969

RECEIVED
DEC 3 1969
CONSTRUCTION DIVISION

Johnson

Page
Swan
Olson
Litchfield
Gallagher
Stein

SUBJECT: Contract #6903 - Page Paving
Worden-California Line
The Dalles-California Hwy.

To: Mr. John Bond
Staff Assistant
Construction Department
B u i l d i n g

As you are aware, liquidated damages were assessed contractor in sum of $2700 due to delay in contract completion. This was at the rate of $100 per day for 27 days. The prime contractor, Page Paving, passed this amount on to his sub-contractor, Hal Bailey Equipment Contr., Inc. Page based his action on the State's rejection of a time extension, its action being based on Bailey's failure to start the work timely and being slow in its production.

Bailey sued Page Paving's Surety in the United States District Court of the State of Oregon, case Civil #68-179, to recover the liquidated damages withheld by the prime.

The Court found in favor of Bailey, finding that during the course of construction the State of Oregon assessed Page $100 per day for 27 days delay in completion of the State contract and that Page assessed the same amount against Bailey. It further found that the delay in the completion of the prime contract was <u>not</u> the result of Bailey's failure to perform its sub-contract.

In view of the above adjudication, which would be most persuasive insofar as our State Courts are concerned, I do not feel we could successfully defend against Page Paving's threatened action to recover the liquidated damages withheld by us, should we refuse now to release the same. I therefore recommend release of the liquidated damages. The only other alternative, if in fact you can call it an alternative, is to find the delay was caused by the prime contractor, Page Paving.

L. I. LINDAS
Staff Attorney

LIL:djg
cc: Mr. F. C. McKinney

RECEIVED
NOV 1 - 1969
FOR FILING

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
LEO LEVENSON
OF COUNSEL

6903

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

223-1108

October 24, 1969

Mr. F. D. Morgan, Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

In re Warden-California Line Contract No. 6903
Page Paving Company, Contractor -
Exception to Final Estimate

Dear Mr. Morgan:

Refer to our letter of October 3, 1967 wherein exception is taken to the Final Estimate, particularly as it relates to the deduction of liquidated damages in the amount of $2,700. Mr. Morgan acknowledged this letter November 15, 1967 and suggested that before any meeting be held to discuss the claim that we make available information which he requested in his letter. The claims in each instance primarily involved a subcontractor, Hal Bailey Contractors Inc. The information sought by Mr. Morgan was primarily within the bosom of our subcontractor.

The subcontractor did not elect to cooperate in this respect, and indeed shortly thereafter filed an action against Page Paving Company in the courts, where he sought recovery, amongst other things, of the $2,700 liquidated damages which we had deducted from his earnings.

We therefore elected to await the result of the trial. The trial was held in U. S. District Court in Portland recently. As the result of such trial the U. S. District Court held that the liquidated damages should not have been imposed upon Bailey and therefore directed a judgment against us in the full amount of $2,700 together with interest at 6% from September 10, 1967. Obviously, it is now necessary for us to pursue this matter to its proper conclusion. We would be willing to meet with you and discuss this matter further if you are so disposed. If not, please advise. If recognition is not given to our demand, we will then be obliged to proceed with legal action. Your earliest possible attention to this matter will be appreciated.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:tm

cc: Mr. F. B. Klaboe, Asst. State Highway Engineer
O.S.H.D., Salem.

Page Paving Company

RECEIVED
OCT 29 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 4 - 1970
FOR FILING

18-1132
6903

May 8, 1969

Mr. Phil Cass, Jr.
Attorney at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon

Re: Contract No. 6903
Worden-California State
Line Section
Page Paving Company

Dear Phil:

As per your request I enclose herewith xerox copies of the information requested in connection with the above entitled matter at ten cents a copy. Your cost for this service would be $20, there being 200 pages. You can make your check payable to the Oregon State Highway Department and forward the same to me.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

LEONARD I. LIEDAS
Staff Attorney

LIL:gc

Enc.

RECEIVED
FEB 4 - 1970
FOR FILING

18-1132
6703

May 8, 1969

Mr. Norman Kobin
Kobin & Meyers
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

Re: Contract No. 6903
Worden-California State
Line Section
Page Paving Company

Dear Norman:

As per your request I enclose herewith xerox copies of the information requested in connection with the above entitled matter at ten cents a copy. Your cost for this service would be $20, there being 200 pages. You can make your check payable to the Oregon State Highway Department and forward the same to me.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

LEONARD I. LINDAS
Staff Attorney

LIL:ge

Encs.

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
EDWARD J. LEWIS

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

April 22, 1969

RECEIVED
APR 23 1969
LEGAL & RIGHT OF WAY

Mr. Alan H. Johansen
Staff Attorney
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Re: Contract No. 6903
Worden - California state line
section

Dear Mr. Johansen:

In response to your letter of April 14, Mr. Kobin and I would like to examine the records on Wednesday, April 30, 1969, at 1:30 p.m. Unless I hear to the contrary, I will assume this is satisfactory.

Very truly yours,

Phil Cass, Jr.

PC:kh

cc: Mr. Norman B. Kobin
Attorney at Law
314 Oregon Bank Building
Portland, Oregon 97204

RECEIVED
FEB 4 - 1970
FOR FILING

18-1132
6903

April 14, 1969

Mr. Phil Case, Jr.
Riddlesberger, Pedersen,
Brownhill & Young
Attorneys at Law
1170 Pearl Street
Eugene, Oregon 97401

Re: Contract No. 6903
Worden-California State
Line Section
Page Paving Company

Dear Mr. Case:

Since our telephone conversation about the first of this month, in response to your letter of February 18, 1969, I have assembled what I understand to be the pertinent documents which you wish to review regarding the above job.

As to the rejection of certain AC mix, we have copies of the Plant Inspector's daily plant report on bituminous mixtures which, I believe, should contain the information you require.

As to the request for time extension and assessment of liquidated damages, we have the Resident Engineer's weekly progress reports, together with the contractor's request for time extension, recommendations and correspondence relating thereto.

If you and Mr. Kobin can advise me as to a date and time, I believe that we will be able to accommodate you for an inspection of these documents. If it thereupon becomes apparent that some additional records are necessary, you can so advise us. However, from my present understanding of the matters in dispute between you and Page Paving, it appears that the data which we have assembled should be sufficient.

Very truly yours,

G. E. ROBIN
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:rb
cc: Kobin & Meyer
Mr. G. E. Robin
Mr. F. B. Morgan

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
EDWARD J. LEWIS

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401
TELEPHONE 342-3691
AREA CODE 503

REFERRED
TO Johnson
FOR Please look into
G. E. RHODE
this and
draft reply

February 18, 1969

Mr. George Rhode
Chief Counsel, Oregon State Highway Comm.
Salem, Oregon

Re: Contract No. 6903--Grading and Paving the Worden-California State line section, etc.

Dear Mr. Rhode:

This firm represents Hal Bailey Contracting, Inc., a subcontractor on the above job. My client and Page Paving Company, the prime contractor, are in a dispute between themselves. I have discussed with Mr. Swan of your office and previously in the past with Mr. McKinney, getting a chance to review the state records regarding this job. Mr. Swan today informed me that I would have to make a formal request to you. I hereby make this request. It is my intent that these records be examined both by myself and counsel for Page Paving, Mr. Norman B. Kobin. We are currently trying to meet a deadline for a pre-trial order in Federal Court, and I would appreciate your earliest consideration of our request. If you will advise me, I will make arrangements for a time to be there.

Very truly yours,

Phil Cass, Jr.

PCjr:EJC
cc: Jack Joyce
Kobin & Meyer
Attorneys at Law

RECEIVED
FEB 4 - 1970

FOR FILING

18-1132

6903

Morgan
Decker
Bond
Berbee
Walker
Glenn
Swen

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

November 15, 1967

Mr. Emerson B. Page, President
Page Paving Company
PO Box 2206
Salem, Oregon 97308

Re: Worden-California Line
Contract No. 6903

Dear Mr. Page:

Your October 30 letter to Mr. Query has been referred to this office for reply. We are willing to arrange for a meeting with you to discuss any exceptions on this project, but believe that such a meeting would be more productive and come nearer justifying the expense involved if we had more accurate information from you ahead of time on the disputed items so that our people could be better prepared.

1. The ripper work which you started on September 6 was at a material source. Our reference to a 16-day delay referred to the start of work on the roadway under the grading phase of the work.

We note your several references to this as being an equipment rental contract. Actually, at least from a money standpoint, a majority of the contract is covered by unit bid items. We note you refer to three separate crusher set ups as relating to the 3/4"-0 rock overrun. Could you elaborate on where these were. We would also remind you that the 3/4"-0 overrun material was produced during the shut down period May 15 - 19, 1967 when workdays were not being charged and the overrun quantity was covered by a price agreement.

2. We would appreciate having the further information regarding the contention of improper direction of rental equipment work which your letter indicates you have requested from Mr. Bailey.

3. We find no record of earlier and timely notice that you would seek any additional compensation for the second shift work. We would appreciate having a copy of such notice if it was given and some details as to the nature and amounts of the lighting and barricade costs which you apparently refer to here.

Upon receipt of this further informa tion we can then secure and review the pertinent records and establish a mutually agreeable time for a meeting if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By:
P. D. Morgan
Construction Engineer

JAB:ss

cc: J. F. Putnam w/enclosure

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NOV 2 - 1967
FOR FILING

18-1132
6903

November 1, 1967

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Attention: Mr. Emerson B. Page, President

Gentlemen:

This is to acknowledge your letter of October 30 concerning liquidated damages on Contract No. 6903. Your letter also suggests a meeting with Engineers in the Highway Department to discuss this matter.

I note that a copy of your letter was sent to Mr. Klaboe, but I am also referring the letter addressed to me to Mr. Klaboe for such action as may be appropriate.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:go

cc: Mr. F. B. Klaboe

Morgan handling 11-1-67
" letter out 11-17-67

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION ..... MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE 585-2686

October 30, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Department
Salem, Oregon

RE: Worden-California Line
Contract No. 6903
Exceptions to Final Estimate

Gentlemen:

Less than 90 days have elapsed since the mailing of the Final Estimate. We call your attention to certain errors and omissions in the Final Estimate and therefore make these claims. Inasmuch as the claims in each instance primarily involve our sub-contractor, Hal Bailey Equipment Contr. Inc., to a considerable extent we are borrowing excerpts from his writings to us objecting to the assessment of liquidated damages.

1. Deduction of Liquidated Damages--$2700.

We have found it necessary to pass this deduction on to Bailey. Mr. Bailey received a copy of Mr. Klaboe's letter of September 11, 1967. Mr. Klaboe in his letter concludes by stating:

> "We therefore believe that 27 days liquidated damages that remain are not out of line in view of the delay in starting the project and the slow production of aggregates."

Mr. Bailey appropriately meets these conclusions as follows:

Ripper cat started on September 6, 1966. This was ten days after starting time, not 16 days. The second shift operation was to make up for lost time. The large overrun in equipment use was not known at the time. It was stopped only when it became apparent that material from the borrow area must be used in reduced quantities to allow room for the material from the rock cut at the south end of the project

to be placed in the fills, etc. This resulted solely from the direction of equipment use by the Department Engineer. The main reason for the delay was the scheduling and methods used and the whole approach to the rock excavation at the south end of the job. This was all under the direction and control of the State. Bailey stated at the job meeting that this part of the work should be expedited. The Department did not elect to do so. Some 79 days of a total 95 days allotted were charged in the Fall of 1966.

Relative to the aggregate production, he advises:

"He did not double-shift or triple-shift early because it was apparent that the road would not be ready for rock before normal operation of crusher would provide all rock required."

Further, the following points are made:

(1) The amount and extents of grading influenced the placing of the rock and surfacing. The equipment rental use substantially overran in every instance. It would necessarily follow that time should be extended consistent with the extended use of the equipment.

(2) On an equipment rental contract where the State has full and complete control of the operations, an imposition of liquidated damages would be in the nature of a penalty, if in fact a liquidated damage clause would be applicable at all.

(3) The 3/4 inch shoulder rock overran by 2208.4 yards, or a total of 37%. The overrun was a surprise after the original amount had been produced. Three separate crusher set-ups were required by the failure of the State to give timely notice of an overrun. At least 10 days in contract time should be allowed for the production of the overrun quantities plus the additional time required in placing and finishing.

2. Possible Claim for Improper Direction of Equipment Use.

Bailey's letters to us are critical of the scheduling and method of use of the equipment by the Engineer. In an equipment rental contract, if the Engineer improperly directs the work and there are increased costs occasioned thereby, the Department should respond thereto. Bailey will be requested to furnish further information on this claim.

3. Possible Claim for Lighting and Barricade Facility for Working in the Evening.

Bailey answers Mr. Klaboe's letter of September 22, 1967 by stating that it absorbed the costs of night shift operation without remuneration from the State. If Mr. Klaboe's contention is that the second shift was a result of foresight that the rentals would overrun, then a direction to utilize the equipment in the night would require payment for additional costs involved. Bailey does state that it will donate those costs, " -- to make up for any slowness in getting the job started, and I feel that five weeks of the night shift certainly makes up for the total 16 days prime time lost as indicated by Mr. Klaboe. If the State does not follow the above indicated reasoning, however, I would think these costs would be pay items." It is submitted that contractor's request for at least another 27 days is more than reasonable.

Mr. Bailey suggests that a meeting with the Department might do more good than a letter and would be happy to attend such a meeting at any reasonable place and time. Contractor concurs in this request. We trust that you will act promptly.

Very truly yours,

PAGE PAVING COMPANY

By Emerson B. Page, Pres.

cc: Hal Bailey Equipment Contr. Inc.
P. O. Box 2097
Eugene, Oregon

Mr. F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Dept.
Salem, Oregon

Kobin & Meyer

RECEIVED
OCT 31 1967
OREGON
STATE HIGHWAY COMMISSION

4-4-33-a

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION . . . . . MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

TELEPHONE 585-2686

September 12, 1967

Copies to
J. D. Morgan +
L. H. Young
9-13-67

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: O.S.H. C# 6903
Worden-California State Line
The Dalles-Calif. Highway

Gentlemen:

Enclosed is a signed copy of Post Estimate No. 12 received September 9, 1967.

Please be advised that by our signing of this estimate we are not waiving any claims or requests for time extension submitted.

Very truly yours,

PAGE PAVING COMPANY

Emerson E. Page,
President

Enc.
EBP:kd

Routing
1 Morgan
Decker
2 Bond
Barbee
Walker
Glenn
Swan
Scott
Wills
Litchfield
Olson

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SEP 1 1967
CONSTRUCTION
DIVISION

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6903

1942

September 11, 1967

Mr. Emerson B. Page, President
Page Paving Company
Post Office Box 2206
Salem, Oregon 97308

Dear Mr. Page:

Re: Worden-California Line
Extension of Time
Contract No. 6903

Your August 31 letter directed to Mr. Query asks the reasons for not granting the entire 40-day time extension you requested on this project. The 6-day extension that was granted was for days in October and November when grading work was not performed for weather reasons.

The calendar day count began August 27, 1966, with 95 calendar days allowed. You did not start work on the roadway until September 12 or until some 16 days of prime time had elapsed. The money amount of overruns on hourly items is practically equal to the amount expended on these items for the second shift operation in September and October. We do not believe a straight time-money relationship is valid in this situation. The second shift was added in an effort to keep the grading on schedule and was continued until it became apparent that the grading would not control overall progress of the project. I would remind you that aggregates were produced during all or part of some 17 weeks during the winter shut-down when time was not being charged and no prorating of the time value of this production was made. We note that crushing continued until one week before final completion of the project. The AC work was finished June 20. The project was completed June 23 and, although some rental work on slopes and ditches was done during these last three days, it was concurrent with other regular unit item work such as shoulder rock and guide posts and general cleanup.

We therefore believe the 27 days liquidated damages that remain are not out of line in view of the delay in starting the project and the slow production of aggregates.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Floyd Query
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

JAB:ss srb

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SEP 8 - 1967
FOR FILING
18-1132
6903

September 8, 1967

Wells-Reed-Wood-West Co.
412 Failing Building
Portland 4, Oregon

Gentlemen:

A post-final payment for $600 will be made to Page Paving Company on Contract No. 6903 for grading and paving on the Worden-California State Line Section of The Dalles-California Highway in Klamath County, as soon as the warrant is prepared.

The total amount paid on this contract will be $352,528.92, including the post-final payment. Of the total, $2,349.24 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

bc C. H. Maison
Attn: John Herr

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SEP 5 - 1967
FOR FILING

18-1132

6903

September 5, 1967

Mr. Emerson B. Page, President
Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Dear Mr. Page:

In this morning's mail, we received your letter of August 31 inquiring as to the reasons for not granting a 40-day extension of time on Contract No. 6903 on the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

The action of the Commission was to grant 6 additional calendar days without assessment of penalty. As to the reasons for doing this, I am referring your letter to Mr. F. B. Klaboe, Assistant State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc F. B. Klaboe
John Bond

PAGE PAVING COMPANY

GENERAL HIGHWAY CONSTRUCTION ..... MAILING ADDRESS: P. O. BOX 2206, SALEM, OREGON 97308

TELEPHONE 585-2656

EMERSON B. PAGE, PRESIDENT
ARTHUR B. WOODS, VICE-PRESIDENT
JEANNE B. PAGE, SEC.-TREAS.

August 31, 1967

Oregon State Highway Commission
Salem,
Oregon 97310

Attention: Floyd Query, Secretary

Gentlemen:

We have your August 29th letter granting us 6 additional calender days on our Contract # 6903 on the Worden-California State Line Section of the Dalles-California Highway in Klamath County.

Since our request was for 40 days we are inquiring as to your reasons for not granting us the full time. We would appreciate your making available to us the information mentioned upon which the Commission based its decision.

Very truly yours,

PAGE PAVING COMPANY

Emerson B. Page,
President

EBP:kd

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SEP - 5 1967
OREGON
STATE HIGHWAY COMMISSION

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SEP 19 1967
FOR FILING
18-1132
6903

August 29, 1967

#3

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6903 on the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days by 6.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc J. F. Putnam
W. Reid Meritt
L. H. Young
F. D. Morgan
C. H. Maison

We are requesting 40 additional calendar days on the above captioned project based for the following reasons:

(1) Critical time allowed for grading under the original planned contract was 62 days and the contract grading as of June 16, 1967 has extended to 121 days a difference of 59 days.

(2) As shown on a graph the time on the following items exceeded the planned quantities as follows:

Item	Description	Percent overrun
3	Grader	134.7 %
4	Loader	15.05 %
5	Tractor 185 hp	220.5 %
8	Dump Trucks	19.58 %
10	Roller vibritory	546.6 %
13	125 Compressor	281.7 %
14	Air Tamper	281.7 %
16	Laborers	59.32 %

The grading on a state rental basis controls the progress of an entire job. When the quantities exceed the planned quantities an adjustment in time must be made.

RECEIVED
SEP 1 1967
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FOR FILING
Claim File #324
6903
FILED
AUG 25 1967
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 25 1 04 PM '67
CLAY MYERS
SECRETARY OF STATE

August 24, 1967

Riddlesbarger, Pederson, Brownhill
& Young
Attorneys at Law
Cascade Building
1170 Pearl Street
Eugene, Oregon 97401

NOTE ON CARD
wlw

Gentlemen:

This is in reply to your letter of August 22 and attached Notice of Claim of your client, Hal Bailey Equipment Contracting, Inc., stating that Page Paving Company owes them for work, materials, and equipment rental in the amount of $31,725.25.

The claim states this is in connection with the Page Paving Company Contract No. 6903 for grading and paving on the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

The Great American Insurance Company through Wells-Reed-Wood-West Co., 412 Failing Building, Portland, furnished the performance bond on this contract. We will notify them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please notify this office when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
AUG 28 1967
OREGON
STATE HIGHWAY COMMISSION

cc Great American Insurance Company
Wells-Reed-Wood-West Co.
Page Paving Company

Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

NOTED
C. W. HEAD

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
HELEN J. FRYE

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

August 22, 1967

VIA CERTIFIED MAIL
Return Receipt Requested

Secretary, State Highway Commission
Salem, Oregon

Re: Contract No. 6903

Dear Sir:

Enclosed for filing please find the claim of Hal Bailey Equipment Contracting, Inc., on the above contract pursuant to ORS 279.528.

Very truly yours,

Phil Cass, Jr.

PC/vw
Enclosure

cc

RECEIVED
AUG 24 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

NOTICE OF CLAIM

TO: Secretary of State, Salem, Oregon
Secretary, State Highway Commission, Salem, Oregon

NOTICE hereby is given that the undersigned HAL BAILEY EQUIPMENT CONTRACTING, INC., has a claim for work, materials, and equipment rental for watering, motor grader, front end loader, tractor with dozer and ripper, tractor with dozer, tractor with power broom, dump trucks, backhole, roller, drill, air compressors, air tamper, powderman, laborers, 3/4"-0 material in base, Class "B" A, C, aggregate, and culvert pipe, furnished by HAL BAILEY EQUIPMENT CONTRACTING, INC., in the sum of $31,725.25 against the bond taken from Page Paving Company as principal and Great American Insurance Company as surety for the work of grading and paving the Worden-California State Line Section of The Dalles-California Highway in Klamath County, State Highway Contract No. 6903.

DATED this 23 day of August, 1967.

Hal Bailey Equipment Contracting, Inc.

By Harold C. Bailey
President

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AUG 24 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 18 1967

18-1132

6903

August 18, 1967

Wells-Reed-Wood-West Company
412 Failing Building
Portland 4, Oregon

Gentlemen:

Contract No. 6903 awarded to Page Paving Company, for grading and paving on the Worden-California State Line Section of The Dalles-California Highway in Klamath County was completed on June 23, 1967, and accepted by the Highway Commission on August 17, 1967.

Final payment in the amount of $14,967.75 will be released to the contractor after August 25, 1967. The total contract amount is $351,928.92 including $2,349.24 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Great American Insurance Company
Pacific NW Regional Office
2030 Ninth Avenue
Seattle, Washington 98121

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

L. H. Young
C. H. Maison
Attn: John Herr

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FOR FILING

18-1132
6903

August 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 23, 1967, on Contract No. 6903. The contract was with Page Paving Company and was for grading and paving on the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 17, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

arb;rg

RECEIVED
AUG 18 1967
FOR FILING

18-1132

6903

August 17, 1967

Oregon State Highway Commission

Request for Time Extension
No. 3
August 29, 1967 meeting

Gentlemen:

Page Paving Company, contractor on the Worden-California State Line Section of The Dalles-California Highway in Klamath County, Contract No. 6903, has requested an increase in the number of calendar days from 95 to 135. The contractor's request is based on overruns in the equipment rental part of the contract.

Grading on this project was performed under the equipment rental method. This work overran the original plan quantity. This overrun was recognized and the Resident Engineer directed the contractor to operate a second shift in late September and October in order to prevent delaying the final completion. The grading overrun amounted to just over $40,000 and is very nearly balanced by the amount expended during the second shift work. We do not believe an extension for this overrun is justified.

The contractor protested the charging of certain calendar days. The contractor was not allowed to do grading work along the existing roadway during several days when it would have been hazardous to traffic due to climatic conditions. An extension of 6 calendar days for these periods is justified. This does not include holidays which would normally be nonworkdays anyway.

I recommend that the specified number of calendar days be increased by 6. This will leave 27 days on which liquidated damages will be charged amounting to $2,700.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
J. F. Putnam

JAB:ss srb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6903 Contractor Page Paving Company

Highway The Dalles-California

Section Worden-California State Line

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Increase in calendar days for October 24, and November 21, through November 26, 1966 (but not counting Thanksgiving) is justified since the contractor was not allowed to perform work during periods when acceptable work could not be performed.

rental

Recommended for Approval:

J F Sullivan
Division Engineer

John A Beal
Construction Engineer or Bridge Engineer

J B K Cam
Assistant State Highway Engineer

Contract No.	6903
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	September 6, 1966
Per cent completed	100, June 23, 1967 (Date)
No. of Calendar Workdays Allowed	95
No. of Calendar Workdays Used	128
No. of Added Workdays Requested	6

B-235 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 19, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 95 days to 135 days, within which to complete our Contract No. 6903, without the assessment of liquidated damages. The said contract is described as follows: Grading & Paving on the Worden-California State Line Section in Klamath County. (State Project)

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

(See attached explanations and Graphs)

Respectfully submitted,

PAGE PAVING COMPANY
Contractor

By .....

CONSENT OF SURETY

Date ....., 19.....

We, ...

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

.....
Attorney-in-fact

(SEAL)

.....
Resident Agent

PRINTED
SEP 1 0 1967

FOR FILING
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6903

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 10, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Worden-Calif. State Line Sect.
The Dalles-California Highway
Contract 6903

Attached is a request from Page Paving Company for an increase in the number of calendar days from 95 to 135. The contractor's request is based on overruns in the equipment rental portion of the contract.

Grading on this project was performed under the equipment rental method. The original grading items constituted approximately 29% of the total contract amount. Pro-rating this percentage against the original calendar days allowed would indicate that at least 28 days were required for the planned grading work. The bid items for the grading work overran the original plan amount by $41,360.26. This is an increase of 48%. This is basically the approach used by the contractor and is on a strict time/money relationship. In this case, however, we do not believe the time/money approach is valid. When it was realized that there would be an extensive overrun in equipment rental items, the contractor was directed to work a second shift in an attempt to complete the job last year. The second shift was started September 22, and ran until October 27, 1966. Expenditures on equipment rental items during this second shift amount to $37,302.40. The grading overrun is almost balanced by the second shift work and, therefore, no extension is justified. A progress chart is attached.

During the progress of the project the contractor protested the charging of certain days. Specifically, he objected to days on which he could not work or was not allowed to work on equipment rental grading because of inclement weather plus three holidays in November. The contractor was not allowed to work due to foggy conditions creating a hazard to traffic on October 24, 1966. An extension of 1 day for this period is justified. From November 21, through November 26, the contractor was not allowed to work because of snow and ice on the roadway surface which presented an extreme hazard to traffic. An extension of 5 days is justified for these normal work days which, at the State's direction, were not used. One of these days was Thanksgiving. The contractor also objected to being charged for November 8, and November 11, which were holidays. We cannot recommend an extension for these two isolated work days.

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AUG 11 1967
STA

The specified calendar days (95) expired on November 29, 1966. A stop work order was issued at that time since weather and ground conditions were not suitable for good construction practices. The stop work order was rescinded on May 22, 1967, and the project was completed June 23, 1967. This represents 33 days for which liquidated damages have been charged and amounts to $3,300 based on the penalty rate of $100 per day.

The reason listed above justifies an increase of 6 calendar days. We recommend that the limiting number of calendar days be increased by 6. This will leave 27 days on which liquidated damages will be charged and $2,700 in liquidated damages.

This is a State project governed by the 1964 Standard Specifications with the latest modifications thereto.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

WORDEN - CALIFORNIA STATE LINE
THE DALLES - CALIFORNIA HIGHWAY
Contract 61303
Progress Chart

10 20 30 40 50 60 70 80

FINISHING C

6

GRADING

GRADING & INSTALL EQUIPMENT RENTALS

1 2

NODE	Description	DAYS
1-2	GRADING	69
2-3	GRADING	26
3 4	GRADING	26
5-4	ASPHALT PAVING	16
4-7	ASPHALT PAVING	4
7-8	GUIDE POSTS	5

CRITICAL DAYS — 130
CONTRACTOR- PAGE PAVING CO.
WORDEN - STATE LINE
CONTRACT NO. 6903
CONTRACT QUANTITIES-ACTUAL

60 70 80 90 100 110 120 130

LAYING CRUSHED ROCK

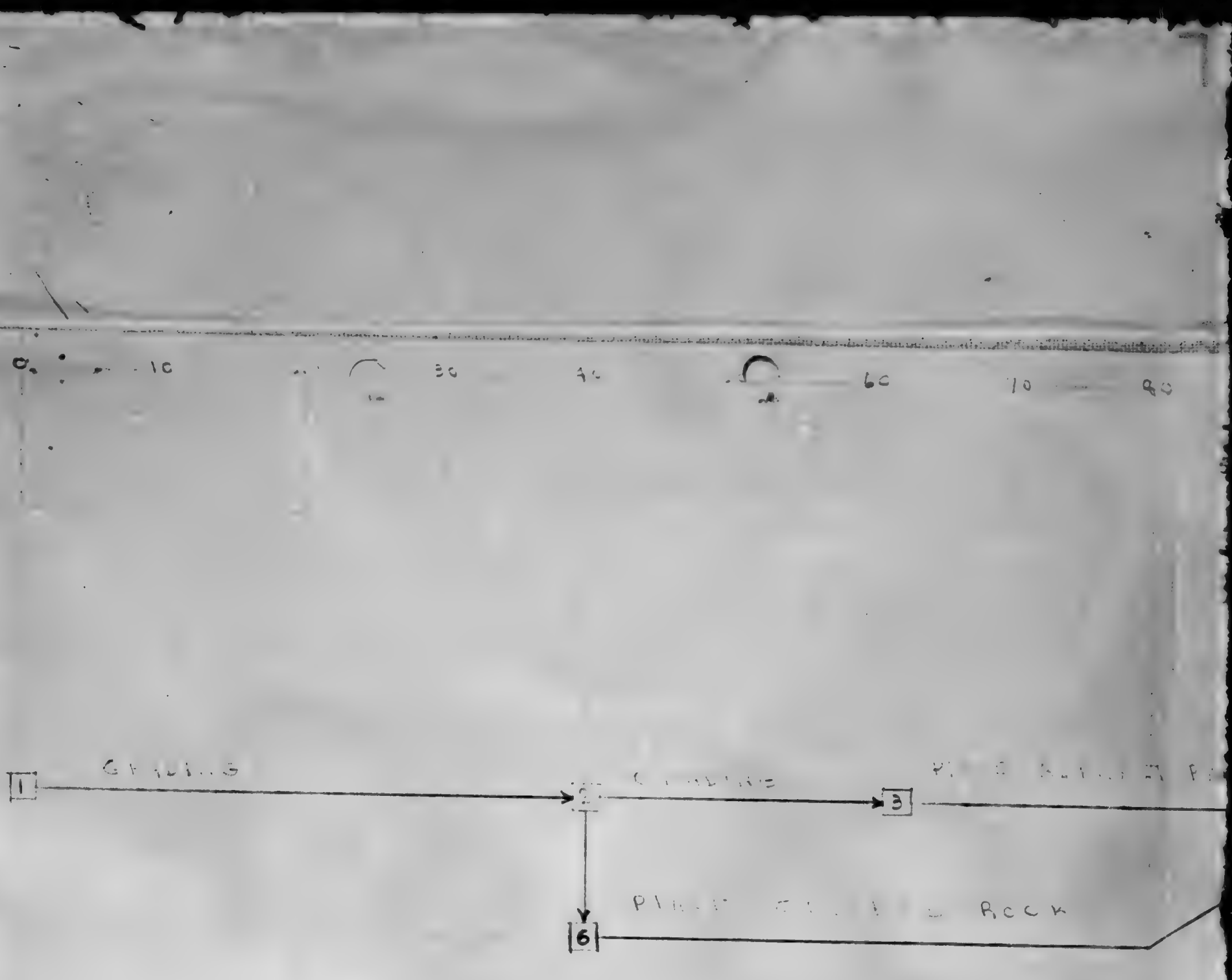
6

NT RENTALS 2 GRADING 3 GRADING 4 7 8

ASPHALT SAVING

GUIDE POSTS

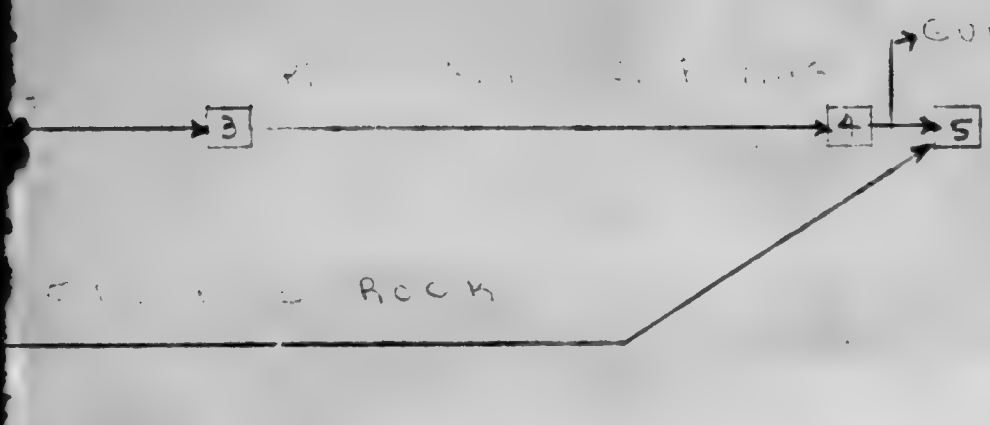
5 ASPHALT PAVING



No.	Description	Qty.
1 - 2	[illegible]	40
2 - 3	GRADING	22
3 - 4	[illegible]	28
4 - 5	[illegible]	5
6 - 5	[illegible]	5

[illegible]
CONTRACTOR - [illegible] PAVING CO.
[illegible]
CONTRACT NO. 6903

CONTRACT PLANNED QUANTITIES
(ESTIMATED)


3
4
5
ROCK

Hours 0 100 200 300 400 500 600 700

Item 10
Roller vib. 546.6 Tons

Item 11
Drill-Trip

Item 12
600 comp

Item 13
125 comp. 291.7 Tons

Item 14
Air Tamper 291.7 Tons

Item 15
Powdermen 1.0 Tons

Item 16
Laborers

Item 17
Explosives

Bid Quantity - 9500 m Contract Quantity 55

700 800 900 1000 1100 1200 1300 1400 1500 160

550

00 1600 1700 1800 1900 2000 2100 2200 2300 2400

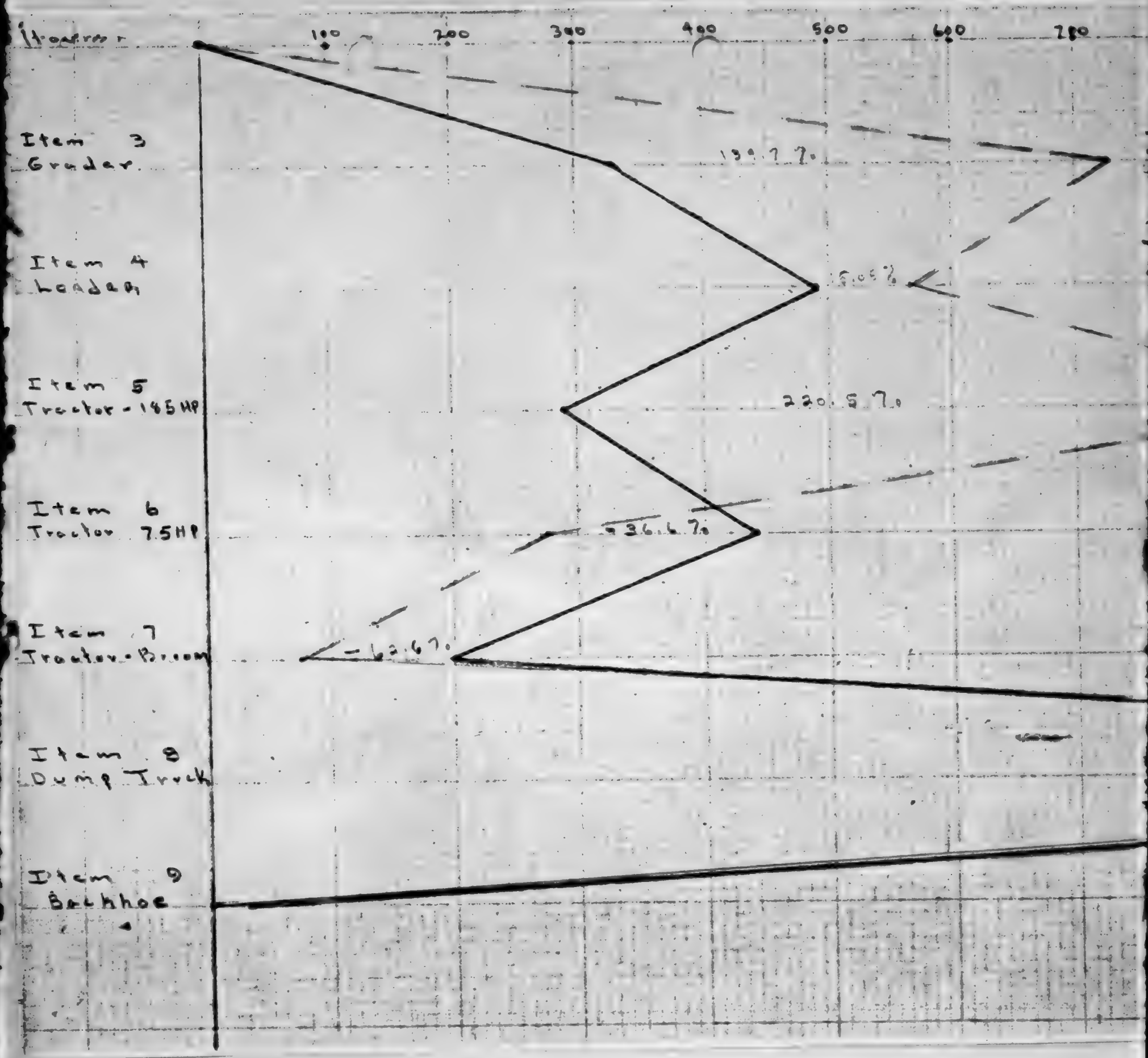
STATE OF OREGON
CONTRACT NO. 6903
WORDEN - CALIF STA
GRAPH - EQUIPT. RE
— — — Actually completed
——— Original Planned
CONTRACTOR - PAGE PAV

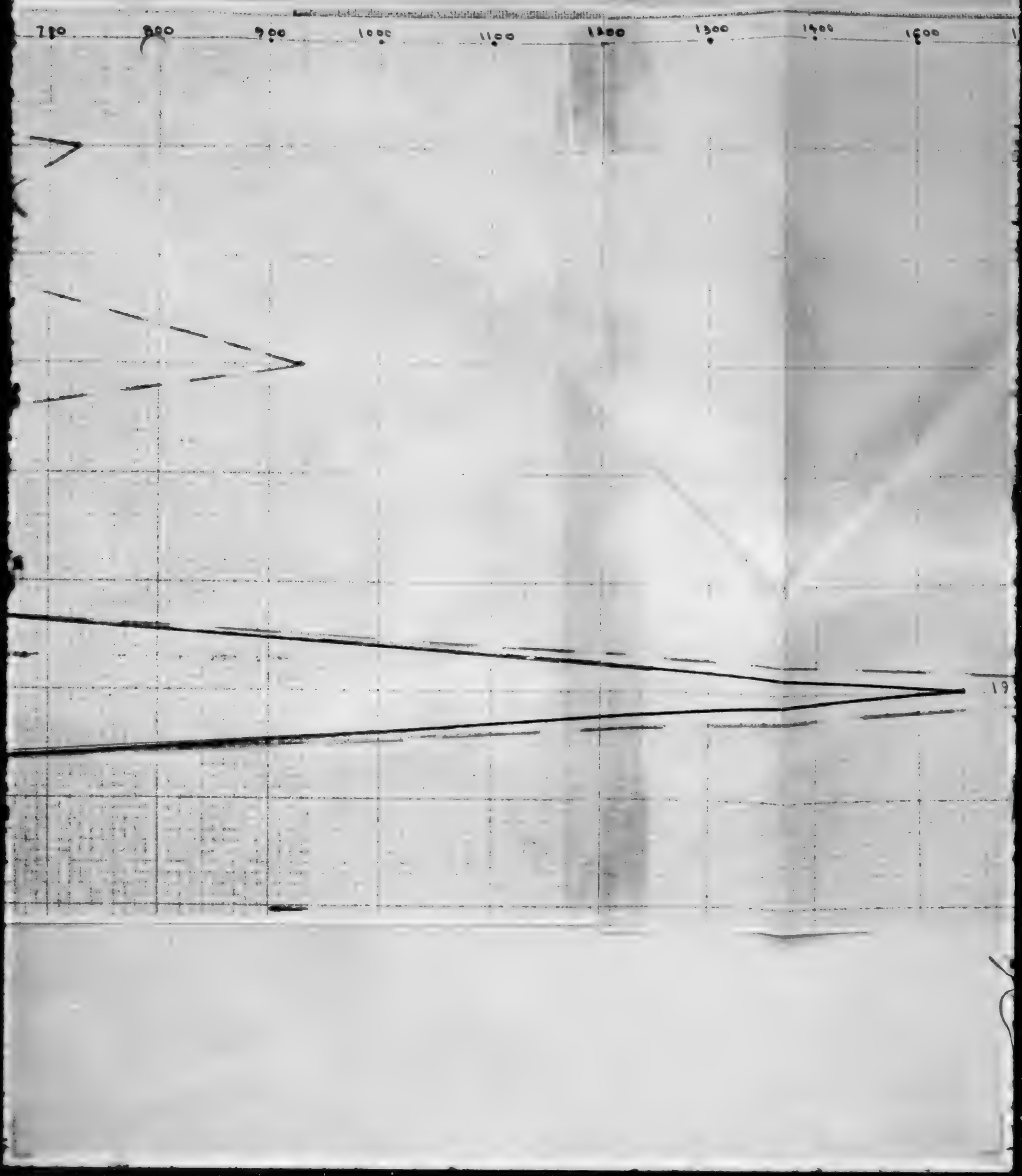
59.32 %

1800 1900 2000 2100 2200 2300 2400 2500

STATE OF OREGON
CONTRACT NO. 6903
WORDEN - CALIF STATE LINE
GRAPH - EQUIPT. RENTALS
— — — Actually completed ITEMS
——— Original Planned ITEMS
CONTRACTOR - PAGE PAVING CO.

59.32 %


Item 3
Grader
Item 4
Loader
Item 5
Tractor - 145 HP
Item 6
Tractor 75HP
Item 7
Tractor - Broom
Item 8
Dump Truck
Item 9
Backhoe
100
200
300
400
500
600
700
139.7 %
5.05 %
220.5 %
36.6 %
-62.6 %


700
800
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1200
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1500 1600 1700 1800 1900 2000 2100 2200

19.58 76

STATE OF OR
CONTRACT N
WORDEN - S
GRAPH - EQUI
— — — ACTUALLY
——— Ominal
JUNE 10, 196
CONTRACTOR- PA

1800 1700 2000 2100 2200 2900 2500

STATE OF OREGON
CONTRACT NO. 6903
WOODEN - STATE LINE
GRAPH - EQUIPT RENTAL
— — — ACTUALLY COMPLETED ITEMS
——— Original Planned ITEMS
JUNE 10, 1967
CONTRACTOR - PAGE PAVING CO.

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Worden-California State Line		WEEK ENDING: June 15, 1967 (July)
		SECTION PREFIX: 18-1132
HIGHWAY: The Dalles-California		COUNTY: Klamath
NAME OF JOB: Worden-California State Line	KIND OF WORK: Grading and Paving	
CONTRACTOR: Page Paving Company	CONTRACT NUMBER: 6903	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 8, 1966	DATE WORK STARTED: September 6, 1966	ESTIMATED COMPLETION DATE: June 23, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 95	CALENDAR DAYS USED: 128
PROJECT AUTHORIZATION: $ 372,386.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 135
EXCLUSIVE OF ENGINEERING: $ 348,110.47	ENGINEERING AUTHORIZATION: $ 24,276.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 356,862.58	ENGINEERING COST TO DATE: $ 31,895.38	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 103
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 4.76 %	PERCENT OF AUTHORIZATION: 131 %	DATE PROJECT WAS COMPLETED: June 23, 1967

Semi-final Estimate Submitted 7/14/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
—	100	100	100	100	100		

	Equip Rental ~~Roadway~~	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	3.36	3.36			4.67
MILES PARTIALLY COMPLETED	3.36	3.36			4.67
MILES COMPLETED	3.36	3.36			4.67
TOTAL ESTIMATED QUANTITIES (CONTRACT)	$ 86,460.00	5,900 C.Y.			25,300 Tons
TOTAL QUANTITIES CORRECTED TO DATE	127,820.26	8,108.4 C.Y.			24,936.05 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	127,820.26	8,108.4 C.Y.			24,936.05 Tons
AVERAGE DAILY QUANTITIES	0.00	0.0 C.Y.			0.00 Tons
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME		Calendar Days Expended			
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	Calendar ~~WORKING~~ DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear-Warm	0	-	Project Completed
MONDAY	Clear-Warm	0	-	"
TUESDAY	Clear-Warm	0	-	"
WEDNESDAY	Clear-Warm	0	-	"
THURSDAY	Clear-Warm	0	-	"
FRIDAY	Clear-Warm	0	-	"
SATURDAY	Clear-Warm	0		"

Routing

E

McCall

Decker

Bond

Barbee

Walker

Scott

Winfield

RECEIVED
JUL 1

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No Activity
MONDAY	Office personnel worked on preparation of semi-final estimate.
TUESDAY	Office personnel worked on preparation of semi-final estimate.
WEDNESDAY	Office personnel worked on preparation of semi-final estimate.
THURSDAY	Office personnel completed preparation of semi-final estimate.
FRIDAY	Semi-final estimate submitted to Division Office.
SATURDAY	No Activity

REMARKS

No activity on construction--Project completed.

Contractors asphaltic concrete plant and related equipment still remains on quarry site west of the junction of the Green Springs and The Dalles-California Highways.

Office personnel worked Monday thru Thursday to complete semi-final estimate.

Semi-final estimate delivered to Division Office Friday.

SIGNED H. Reid Merritt LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 15 1966
FOR FILING

19-1132
6913

December 15, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6903, the Worden-California State Line project on The Dalles-California Highway in Klamath County is anticipated. Page Paving Company of Salem is the contractor. The original project authorization was $341,306.87. The present anticipated cost is $372,306.87, indicating an overrun of $31,000 or 9.08 per cent. This is a State project.

The major reason for this overrun is due to the need for additional work by tractors with rippers. Grading work is on an hourly rental basis. Borrow material to be used on this project was found to be firmly consolidated, requiring extensive use of rippers which had not been anticipated when the project was let. This caused an overrun in one bid item of more than $19,000, and the addition of unanticipated equipment for fill placement amounted to more than $11,000.

This request for an additional authorization will be presented to you at the December 19 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
J. F. Putnam

DES:sg bg

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DEC 21 1966
FOR FILING
18-113
6903

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 12, 1966

SUBJECT: Overrun of Project Authorization
Worden-California State Line
The Dalles-California Highway
Contract 6903

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a report on an expected overrun of project authorization on the subject contract. This project for grading and paving is under contract to Page Paving Company of Salem. The original project authorization was $341,386.87. The present anticipated cost is $372,386.87, indicating an overrun of $31,000 or 9.08 per cent.

The major reasons for this overrun are due to an overrun in the bid item for Tractor with Dozer and Ripper and alternate equipment added to the contract by price agreement. When this project was prepared for letting, it was thought that the necessary borrow material would be easily obtained. The material proved to be firmly consolidated and required extensive ripping. Explosives could not be used in the confirmed cut widening area at south end of the project, requiring more ripper work there also.

It is recommended that the project authorization be increased by $31,000. A rough draft of a letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB/DES:sg
Attachments

cc: L.H. Young

NOTED
F. B. KLABOE

RECEIVED
DEC 13 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Form No. E-372—10M—7-58 18-1132 OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Yoncalla-California State Line Date November 29, 19 66

Highway The Dalles-California Contract No. 6903

County Klamath Kind of Work Grading and Paving Contractor Page Paving Company

Contract Amount $ 297,955.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
5. Tractor with Dozer and Ripper, 105 DBHP.	650 Hrs.	$30.00	$19,500.00

Minor items, unitemized algebraic total 6,222.27

Subtotal $ 25,722.27

Approved work orders (Price, extra work and state force orders) $ 15,433.20

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	

APPROVED BY STATE HIGHWAY COMMISSION DATE 12-19-66

Minor items, unitemized algebraic total

Subtotal $ 0.00

Authorization for engineering $ 24,276.40

Expected over-run or under-run of engineering authorization $ 0.00

Costs not included above (explain) $ 0.00

Allowance for future contingencies (4.5 % of work remaining) $ 9,000.00

Credits to come from transfers and deductions $ 0.00

Present estimate of project cost $ 372,306.87

Brief Statement of principal causes of over-run: Was necessary to rip and doze out all of borrow material from pit as was much tighter in excavation and harder to handle in embankment than originally estimated. Also tractor with dozer and ripper used for excavation in narrow, rocky excavation at south end of project instead of shooting as anticipated. Considering unit bid price for powder, nature of material encountered and limited work area as well as maintenance and safety of traffic it was felt to be more economical and safer to excavate with tractor.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem office.
Project authorization	$ 341,306.87	
Present estimate of project cost	$ 372,306.87	
Expected over-run (Amount)	$ 31,000.00	
Expected over-run (per cent)	9.08%	

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] for Construction or Bridge Engineer

Noted by: [signature] Assistant State Highway Engineer

State Printing 8071

FORM E-123

RECEIVED
AUG 10 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

6903

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Page Paving Company
P. O. Box 2206
Salem, Oregon 97308

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6903 for the following project:

Grading and paving the Worden-California State Line Section of The Dalles-California Highway in Klamath County.

This award was based on your bid of $297,955 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc Frank Morgan
L. H. Young
C. D. Matthis (NAC)
I. D. Merchant

1C-11C Long Tom River, mi. n.
Long Tom Irrig. Contr.
CGL Flow in c. s. in Territorial Hy.

RECEIVED
FEB 10 1967
FOR FILE
120-1140
6904

February 10, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6904 awarded to Hamilton Construction Company for construction of the Long Tom River (Elmira) Bridge and the Long Tom River North Overflow Bridge on the Territorial Highway in Lane County was completed on October 27, 1966, and accepted by the Highway Commission on February 9, 1967.

Final payment in the amount of $2,899.42 will be released to the contractor after February 20, 1967. The total contract amount is $96,381.80 including $249.87 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hamilton Construction Company
Box 1376
Eugene, Oregon 97401

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1967
FOR FILES
120-1140
4704

February 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed October 27, 1966, on Contract No. 6204. The contract was with Hamilton Construction Co. and was for construction of the Long Tom River (Elmira) Bridge and the Long Tom River North Overflow Bridge on the Territorial Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 9, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
L. R. Chandler

bg

(Corrected Report)

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Long Tom River (Elmira) Br. " " " N. O'flow Br.	WEEK ENDING: 10-28-66	
	SECTION PREFIX: 120-1140	
HIGHWAY: Territorial	COUNTY: Lane	
NAME OF JOB: Long Tom River (Elmira & N. O'flow) Brs.	KIND OF WORK: Two Structures	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6904	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-8-66	DATE WORK STARTED: 8-2-66	ESTIMATED COMPLETION DATE: 10-27-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 5 MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS: ———	WORK DAYS USED: ———
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: ~~54~~ 62
	SPECIFIED COMPLETION DATE: ———	PERCENT OF TIME ELAPSED: ~~30%~~ 34%
PROJECT AUTHORIZATION: $ 122,034.37		
EXCLUSIVE OF ENGINEERING: $ 113,356.37	ENGINEERING AUTHORIZATION: $ 8,678.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *88%
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING: $ 103,776.31	ENGINEERING COST TO DATE: $ 3,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: * 84%
ESTIMATED PERCENT [redacted] UNDERRUN: 3.75%	PERCENT OF AUTHORIZATION: 36 %	DATE PROJECT WAS COMPLETED: 10-27-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
———	———	———	———	———	———		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE	Not applicable				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 20 Ton Crane

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1699A	4050A						
PERCENT	*100%	*100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			* Structure complete. State Forces billing for approach work, paving, etc. has not been received. 25% of this work has not been completed.
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

NOV 1966

Scott
Wills
Litchfield
Olsen

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 10-24	Br. 1699A: Structure complete. Br. 4050A: Removing falsework.
TUESDAY 10-25	Br. 4050A: Removing detour bridge, and general cleanup.
WEDNESDAY 10-26	Br. 4050A: Removing detour bridge, and general cleanup.
THURSDAY 10-27	Br. 4050A: Removing detour bridge, and general cleanup. Final inspection by John Quiner, Assistant Division Engineer.
FRIDAY 10-28	Br. 4050A: General cleanup.
SATURDAY	

REMARKS

Status: Structures completed. Final inspection by John Quiner, Assistant Division Engineer, 10-27-66. (Final Report)

SIGNED [signature] LOCATION 2191 E. 19th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Long Tom River (Elmira) Br. " " " N. O'flow Br.	WEEK ENDING: 10-28-66	
	SECTION PREFIX: 120-1140	
HIGHWAY: Territorial	COUNTY: Lane	
NAME OF JOB: Long Tom River (Elmira & N. O'flow) Brs.	KIND OF WORK: Two Structures	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6904	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-8-66	DATE WORK STARTED: 8-2-66	ESTIMATED COMPLETION DATE: 10-28-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 5 MEN 4 SUPERVISION 1	SPECIFIED WORK DAYS: ———	WORK DAYS USED: ———
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 64
	SPECIFIED COMPLETION DATE: ———	PERCENT OF TIME ELAPSED: 36%
PROJECT AUTHORIZATION: $ 122,034.37		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 88%
EXCLUSIVE OF ENGINEERING: $ 113,356.37	ENGINEERING AUTHORIZATION: $ 8,678.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 108,776.31	ENGINEERING COST TO DATE: $ 3,080.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84%
ESTIMATED PERCENT [redacted] UNDERRUN: 3.75%	PERCENT OF AUTHORIZATION: 36 %	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
———	———	———	———	———	———		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE			Not applicable				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

1 20 Ton Crane

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1699A	4050A						
PERCENT	100%	100%						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Cloudy			
TUESDAY	Fair			
WEDNESDAY	Cloudy w/showers			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

Morelock
Trout
Scott
Wille
Litchfield
Olson

RECEIVED
OCT 31 1966
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 10-24	Br. 1699A: Structure complete. Br. 4050A: Removing falsework.
TUESDAY 10-25	Br. 4050A: Removing detour bridge, and general cleanup.
WEDNESDAY 10-26	Br. 4050A: Removing detour bridge, and general cleanup.
THURSDAY 10-27	Br. 4050A: Removing detour bridge, and general cleanup. Final inspection by John Quiner, Assistant Division Engineer.
FRIDAY 10-28	Br. 4050A: General cleanup.
SATURDAY	

REMARKS

Status: Structures completed. Final inspection by John Quiner, Assistant Division Engineer, 10-27-66.

SIGNED E. A. Jung LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
AUG 10 1966
FOR FILING

6904

GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

August 9, 1966

Hamilton Construction Company
Box 1376
Eugene, Oregon

Gentlemen:

The State Highway Commission on August 8 awarded to you State Highway Contract No. 6904 for the following project:

Long Tom River (Elmira) Bridge and Long Tom River North Overflow Bridge on Territorial Highway in Lane County.

This award was based on your bid of $95,735 which was submitted to the Commission on July 28 for this project.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

COMMISSIONERS:
HERMAN P. MEIERBURGEN, CHAIRMAN, BEAVERTON
EDW. G. HOFFSCHMIDT, PORTLAND
LEONARD N. [illegible], CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

May 26, 1966

Mr. Ivan D. Merchant
Bridge Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Merchant:

The following listed bridge projects transmitted to us by your letter dated May 12, 1966, have been examined.

1. Grande Ronde River Bridge
   Cove Highway, Union County
   Plan and Elevation Drawing No. 21999

2. Catherine Creek Bridge
   Grande Ronde-North Powder Highway, Union County
   Vicinity Map No. 21769

3. Catherine Creek Bridge
   Medical Springs Highway, Union County
   Vicinity Map Drawing No. 21770

4. Mt. Vernon Bridge Site
   John Day Highway, Grant County
   Vicinity Map No. 21738

5. Elmira Bridge Over Long Tom River
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21798

6. South Long Tom Overflow Channel
   Territorial Highway, Lane County
   Vicinity Map Drawing No. 21799

7. Mary's River Bridge
   Corvallis-Newport Highway, Benton County
   Vicinity Map No. 18710

NOTED
T. C. ROAKE

Construction of these projects should be done during the low water period in the summer months.

Water diversions such as channel changes should be done behind berms to keep siltation in the stream to a minimum.

Fish passage must be provided on all projects except items five and six.

Your favorable consideration regarding these matters will be appreciated.

Sincerely,

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc
A. F. Parson (2)
L. R. Chandler (2)
Ray Asburry (2)
F. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
Roy Stein

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
MAY 31 1966 PM
AM 7,8,9,10,11,12,1,2,3,4,5,6

NOTED
T. C. ROAKE

RECEIVED
FEB 9 - 1966
FOR FILING

120-1140

6704

STATE CONSTRUCTION PROJECTS

February 3, 1966

BRIDGES

Territorial Hwy #200
MP 18.72 Long Tom River #4050
1-17', 1-19', 2-29', 1-15 timber spans. HC 23'1"

Replace structure with 3-47' Prestressed slab spans on Steel H-Pile 5' sidewalk one side, 40' Roadway, and channel change $144,000.

MP 19.28 Long Tom Overflow #1700
18' - 19' PT spans. HC 22'6"

Replace structure with 12-29' Prestressed slab spans on concrete pile bents, 40' Roadway, Type D curb and rail $215,000.

$359,000.

Newport Corvallis Hwy #33, U.S. Route #20
MP 44.90 Marys River Bridge #1206
4-19', 1-100' Steel Pony Truss, 4-19' spans. 18'11" H.C.

Replace structure with 190' of Prestressed concrete spans $145,000.

$504,000.

NOTED
TOM EDWARDS

RECEIVED
FEB 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

HWH:hl

120-1138 Coast Fork Willamette River Bridge Sec., Springfield-Creswell Hwy. 1966

#6905

RECEIVED
OCT 29 1969
FOR FILING
180-138
6905

October 29, 1969

Harland, Winslow & Ritter
Attorneys at Law
200 Pacific Building
Salem, Oregon 97308

Attention: Mr. Daniel A. Ritter

Gentlemen:

This is in response to your letter of October 28, 1969, concerning a claim by Glen S. Pederson dba Pederson Contractors Service against Inter-City Construction Company on Contract No. 6905 in the amount of $937.

This claim was filed with us on February 24, 1967, and with the Secretary of State on February 28, 1967; his number 4281. The contract was accepted by the Highway Commission on October 17, 1967, and final payment was made about November 10, 1967.

The claim was filed within the statutory limit for the filing of claims, but I believe there is some provisions to the effect that action to collect must be started within two years. This, however, is a legal matter of which I am sure you're more conversant than I.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:sj

HARLAND, WINSLOW & RITTER
ATTORNEYS-AT-LAW
200 PACIFIC BUILDING
SALEM, OREGON 97308

TELEPHONE
(503) 362-4178

W. C. WINSLOW (1883-1962)
ROY HARLAND
NORMAN K. WINSLOW
DANIEL A. RITTER
TERRY K. HAENNY

October 28, 1969

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Oregon State Highway Contract No. 6905

Dear Mr. Query:

On February 27, 1967, you wrote to Riddlesbarger, Pederson, Brownhill & Young, acknowledging your receipt of a proof of claim filed by Glen S. Pederson dba Pederson Constractor Service against Inter-City Construction Company for the sum of $937.00. The claim was for labor and material supplied with regard to the Inter-City Construction Company contract number 6905 for grading, paving and structure on the coast fork Willamette River bridge section of the Springfield-Creswell Highway in Lane County.

This claim has never been paid and was not pursued inasmuch as Mr. Pederson was "in between lawyers" for some period of time. I am wondering whether the claim still shows on your records and whether the bondsman has been exonerated from liability. Any information you can supply will be appreciated.

Very truly yours,

Dan Ritter

DANIEL A. RITTER

DAR/ek

RECEIVED
OCT 29 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 29 1968

12C-1138
6905

April 26, 1968

Mr. Virgil Colombo
Colombo, Danner and Boston
Whitestone Building
1818 S. E. Division Street
Portland, Oregon 97202

Dear Mr. Colombo:

Your letter of April 24 mentions the status of the performance bond in connection with the claim of your client, Munroe Scale Service on Contract No. 6905.

Our records show that the contract was completed August 14, 1967, and accepted by the Highway Commission October 17, 1967. Final payment has been made. The claim of Munroe Scale Service for $177.75 was acknowledged by us December 23, 1966, and was filed with the Secretary of State on December 27, 1966.

The surety, United Pacific Insurance Company, through their agent, Allison & DeBar Insurance, P. O. Box 1972, Eugene, was notified of this claim.

The State does not release performance bonds on contracts. As the claim was filed within the six month period following acceptance by the Commission, it is, therefore, within the time limit prescribed by law.

I would suggest that you contact the surety in regards to your claim.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:wln

LAW OFFICES
COLOMBO, DANNER AND BOSTON
WHITESTONE BUILDING
1518 S. E. DIVISION STREET
PORTLAND, OREGON 97202

VIRGIL COLOMBO
JOHN W. DANNER
JULIA L. BOSTON

TELEPHONE
234-4339

April 24, 1968

Mr. Floyd Query
Oregon State Highway Commission
Salem, Oregon 97310

Dear Mr. Query:

On March 27, 1967, I wrote to you in connection with the claim by Munroe Scale Service against Inter-City Construction Company, your contract No. 6905. This involves the principal contractor of Inter-City Construction Company and concerns the grading, paving and structure on the Coast Fork Willamette River Bridge Section.

In my letter to you of last year, I was concerned whether or not the State of Oregon had released the bond on this particular case, and I had asked that the bond not be released until the claim of Munroe Scale Service had paid in full as it applied to the performance of the particular job in question.

I would appreciate your reviewing your correspondence and your approval of this particular project if any, to advise me whether or not we can expect payment of the account by or through the performance bond.

I would appreciate any information you can give me concerning this matter.

Very truly yours,

COLOMBO, DANNER AND BOSTON

Virgil Colombo

Virgil Colombo
VC: nc

RECEIVED
APR 25 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 8 - 1967
FOR FILING

120-1138
6905

November 7, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $3,300 will be made to Inter-City Construction Company on Contract No. 6905 for grading, paving, and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County as soon as the warrant is prepared.

The total amount paid on this contract will be $411,259.83 including the post-final payment. Of the total $1,483.04 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Inter-City Construction Company
3698 Franklin Boulevard
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
DEC 5 - 1967
FOR FILING

120-1138
6905

November 1, 1967

Inter-City Construction Company
3698 Franklin Boulevard
Eugene, Oregon 97403

#10

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6905 on the Coast Fork Willamette River Bridge Section of the Springfield-Cresswell Highway in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for a 33-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc L. R. Chandler
Ellis Jones
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
OCT 25 1967
FOR FILING
120-1138
6905

October 24, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
October 31, 1967 meeting

Gentlemen:

Inter-City Construction Company, contractor on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County, Contract No. 6905, has requested that he be granted an additional 33 calendar days in which to complete the contract work without assessment of liquidated damages.

The contract allotted 320 calendar days to complete the work which forecast a completion date of July 19, 1967. The work was actually completed August 14, 1967, with 353 calendar days being charged through to completion. This is an overrun of the allotted time by 33 days.

In order to meet the specified completion date, the contractor's construction schedule, of necessity, required completion of all possible grading and surfacing work at least through to placement of base materials in favorable weather in the summer and fall of 1966 with remaining work done in the early summer of 1967. The contractor was denied access to a portion of the right-of-way (the Gillespie properties at the west end of the project) until November 18, 1966, a total of 91 days. Wet winter and spring weather prevented completion of the grading work and related items until the summer of 1967. The structure, the major element of the contract, was essentially complete on the specified completion date.

I recommend that the contractor be granted a 33-day extension without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf fn

OREG. H STATE HIGHWAY DEPT.
BRIDGE DIVISION
SEP 27 1967
AM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6905 Contractor Inter-City Construction Company

Highway Springfield - Creswell

Section Coast Fork (Willamette River) Bridge

Kind of Work Structure, Grading, and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant an additional 33 calendar days without assessment of liquidated damages because access to a portion of the right-of-way (Gillespie properties) was not available to contractor.

Recommended for Approval:

John Rogner
Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

John Mercer
State Highway Engineer

Contract No. 6905

Project designation State (State-Federal)

Date awarded August 8, 1966

Work started August 11, 1966

Per cent completed 100% August 14, 1967 (Date)

No. of ~~Workdays~~ Calendar Days Allowed 320

No. of ~~Workdays~~ Calendar Days Used 353

No. of Added Workdays Requested 33

BP-6206-734

B-810 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of ~~Workdays~~ CALENDAR DAYS
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 30, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 320 days to 353 days, within which to complete our Contract No. 6905, without the assessment of liquidated damages. The said contract is described as follows:

Coast Fork-Willamette River Bridge Section of Springfield-Creswell Hwy. Lane Co.

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: October 5,1966 to November 18, 1966

Some of the right of way was not made available, delaying moving of utilities and grading.

Respectfully submitted,

Inter-City Construction Co.
Contractor

By Ray Ha
Secretary

CONSENT OF SURETY

Date August 24th, 1967

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Dawn K Adams
Attorney-in-fact

(SEAL)

Dawn K Adams
Resident Agent

RECEIVED
OCT 19 1967
FOR FILING

120-1138

6905

October 18, 1967

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6905 awarded to Inter-City Construction Company for grading, paving, and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County was completed on August 14, 1967, and accepted by the Highway Commission on October 17, 1967.

Final payment in the amount of $12,214.24 will be released to the contractor after October 25, 1967. The total contract amount is $407,959.83 including $1,483.04 for work performed under force account.

You have been advised previously that two claims have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Inter-City Construction Company
3698 Franklin Boulevard
Eugene, Oregon

L. M. Young
C. H. Maison
Attn: John Herr

Surety letter written 10-18-67 G.C.

RECEIVED
OCT 17 1967
FOR FILING

120-1138
6905

October 17, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 14, 1967, on Contract No. 6905. The contract was with Inter-City Construction Company and was for grading, paving and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 17, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
I. D. Merchant
L. H. Young
L. R. Chandler

srb kf

120-1138 C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coast Fork Willamette River Bridge		WEEK ENDING: 8-19-67
		SECTION PREFIX: 120-1138
HIGHWAY: Springfield-Creswell		COUNTY: Lane
NAME OF JOB: Coast Fork Willamette River Bridge	KIND OF WORK: Structure, Grading, and Paving	
CONTRACTOR: Inter-City Construction Co.	CONTRACT NUMBER: 6905	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-8-66	DATE WORK STARTED: 8-11-66	ESTIMATED COMPLETION DATE: August 14, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 3 MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: ——	WORK DAYS USED: ——
	SPECIFIED CALENDAR DAYS: 320	CALENDAR DAYS USED: 353
PROJECT AUTHORIZATION: $ 490,515.18	SPECIFIED COMPLETION DATE: ——	PERCENT OF TIME ELAPSED: 110%
EXCLUSIVE OF ENGINEERING: $ 455,634.10	ENGINEERING AUTHORIZATION: $ 34,881.08	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 438,660.01	ENGINEERING COST TO DATE: $ 29,685.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94%
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 3.5 %	PERCENT OF AUTHORIZATION . . . . . 85 %	DATE PROJECT WAS COMPLETED: August 14, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRUBBING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%	——		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.44	0.44			0.44
MILES PARTIALLY COMPLETED	0.44	0.44			0.44
MILES COMPLETED	0.44	0.44			0.44
TOTAL ESTIMATED QUANTITIES (CONTRACT)	36,650 CY	22,630 Tons			2,540 Tons
TOTAL QUANTITIES CORRECTED TO DATE	33,300 CY	19,800 Tons			3,053 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33,300 CY	19,800 Tons			3,053 Tons
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 Pickup & Trailer 1 Punch
1 Auger

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	0308							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 8-14	Structures: Complete. Grading: Finished setting guide posts. State crew paved Petty approach. Project completed.
TUESDAY 8-15	
WEDNESDAY 8-16	
THURSDAY 8-17	
FRIDAY 8-18	
SATURDAY	

REMARKS

Status: Project complete. FINAL WEEKLY REPORT

Mr. Carl H. Williams, Assistant Division Engineer, and Mr. Glen Clark, Division Traffic Engineer, made the final inspection 8-16-67.

SIGNED E. L. Davies LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAR 30 1967

120-1138
6905

March 30, 1967

Mr. Virgil Colombo
Whitestone Building
1818 S. E. Division Street
Portland, Oregon 97202

Dear Mr. Colombo:

This is to acknowledge your letter of March 28 concerning the claim of Monroe Scale Service against Inter-City Construction Company on our Contract No. 6905.

This claim in the amount of $177.75 was received in this office on December 21, 1966, and acknowledged on December 23, 1966. Copies of the acknowledgment were sent to the surety, the surety agent, the contractor, and to the Secretary of State for filing under his number 4262. The claim, therefore, appears to be properly filed to come under the provisions of the bond furnished with this contract.

The State Highway Department has not followed a policy of making payments to claimants. If such action was taken, it would mean that the Department would have to act as judge and jury. Many claims that are filed are disputed and we do not wish to be in the position of determining the validity of claims.

Under the law for filing of claims, it is provided that the claim must be filed within six months after the contract has been accepted by the Highway Commission. As mentioned before, the claim has been filed. The contract at this date has not been completed.

We do not take any action to release a bond on a contract, and payments to the contractor under normal conditions are not withheld unless requested by the surety.

I hope that this will explain our position in the matter. If not, feel free to contact us again.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:ge

cc: Mr. Forrest Cooper
Mr. George Rohde
Mr. R. L. Porter

VIRGIL COLOMBO
JULIA L. BOSTON
GENE A. KILLEEN

LAW OFFICES
VIRGIL COLOMBO
WHITESTONE BUILDING
1818 S.E. DIVISION STREET
PORTLAND, OREGON 97202

TELEPHONE 234-4339

March 28, 1967

Mr. Floyd Quary, Secretary
Oregon State Highway Commission
Highway Office Building
Salem, Oregon

Dear Mr. Quary:

On February 24, 1967, I wrote to the United Pacific Insurance Company of Portland, Oregon, in connection with the claim of Munroe Scale Service vs. Inter-City Construction Company and others. On March 15, 1967, I received a reply from the United Pacific Insurance Company setting forth that they would not honor the claim and that our dispute should be resolved civilly.

I would bring to your attention that it was at the request of your resident engineer, Mr. Jones, of Eugene, Oregon, that the batching scales for this job required testing. I am not making this statement with a view towards attempting to establish liability against the Oregon State Highway Commission, but merely to bring to your attention that your cooperation in effecting payment of the claim of the Munroe Scale Service would be justified and appropriate under the circumstances.

Accordingly, it is requested that the bond in this particular matter not be released until this claim has been resolved favorably to my client the Munroe Scale Service.

I would bring to your attention that nobody in this particular matter has disputed the amount of the bill, but simply have resolved that it is not their obligation and therefore they do not acknowledge the same.

If, for some reason, you feel that you cannot cooperate in connection with withholding approval of the job until all bills are paid or in assisting the Munroe Scale Service in connection with their claim, I would like to be advised as to your position so that I may make appropriate recommendations to Mr. Al Munroe of the Munroe Scale Service Company.

I thank you for your cooperation in connection with this matter.

Very truly yours,

Virgil Colombo

VIRGIL COLOMBO
VC: nc

RECEIVED
MAR 29 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123X 5-M 7-66

RECEIVED
MAR 3 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Medford
KENNETH N. FRIDLEY, MEMBER
Wasco
DAVID P. SIMPSON, MEMBER
Portland

Claim File # 4281
FILED
FEB 28 1967
CLAY MYERS
SECRETARY OF STATE
120-1138
6925

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
FEB 28 1 16 PM '67
CLAY MYERS
SECRETARY OF STATE

February 27, 1967

Ind[illegible], Johnson, Marshall
& Kelly
[illegible] Building
1170 [illegible] Street
[illegible], Oregon 97401

Gentlemen:

This is to acknowledge receipt of your letter of February 24 and attached Proof of Claim of your client, Clyde E. Pederson dba Pederson Contractors Service stating that Inter-City Construction Co. owes them $987.00 for labor and materials.

The claim states this is in reference to the Inter-City Construction Co. Contract No. 6925 for grading, paving, and structure on the Coast Fork Willamette River Bridge section of the Springfield-Creswell Highway in Lane County.

The United Pacific Insurance Company through Allison & DeBar Insurance, P. O. Box 1972, Eugene, furnished the performance bond on this contract. We will advise them of the receipt of your claim and we will also forward it to the Secretary of State for filing.

Will you please inform this office when the Pederson Contractors service claim has been paid.

Very truly yours,
ORIGINAL SIGNED
FLOYD QUERY

NOTED ON CARD
[illegible]

Floyd Query, Secretary
to the HIGHWAY COMMISSION

RECEIVED
MAR 2 1967
OREGON
STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
Allison & DeBar Insurance
Inter-City Construction Company
Glenn L. Jackson
David Simpson
Hon. Clay Myers ✓ Please acknowledge receipt of this claim on the enclosed copy of your letter.

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
HELEN J. FRYE

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

February 24, 1967

Secretary of State
State of Oregon
Salem, Oregon 97310

Secretary of State Highway
Commission
Salem, Oregon 97310

Re: Contract No. 6905
Grading, paving and structure Coast Fork Willamette River Bridge.

Gentlemen:

Enclosed herewith on behalf of Glen S. Pederson dba Pederson Contractors Service please find Proof of Claim in the amount of $937.00 on the above referenced contract.

Very truly yours,

Phil Cass, Jr.

PC:skm

Enclosure: Proof of Claim

RECEIVED
FEB 27 1967
OREGON
STATE HIGHWAY COMMISSION

PROOF OF CLAIM

TO: Secretary of State
State of Oregon
Salem, Oregon 97310

and

Secretary of State Highway Commission
Salem, Oregon 97310

Notice is hereby given that the undersigned, Glen S. Pederson dba Pederson Contractors Service, has a claim for labor and materials performed and furnished by Glen S. Pederson in the sum of $937.00 against the bond taken from Inter-City Construction Co., as principal and United Pacific Insurance Company as surety upon the bond for the work of engineering services in the preparation of loading analysis and falsework design all being a part of that certain contract between the Oregon State Highway Commission and Inter-City Construction Co. for the construction of the Coast Fork Willamette River Bridge, grading, paving and structure, contract no. 6905.

Glen S. Pederson

RECEIVED
FEB 27 1967
FOR FILING

VIRGIL COLOMBO
JULIA L. BOSTON
GENE A. KILLEEN

170-1138

6915

LAW OFFICES
VIRGIL COLOMBO
WHITESTONE BUILDING
1818 S.E. DIVISION STREET
PORTLAND, OREGON 97202

TELEPHONE 234-4339

February 24, 1967

United Pacific Insurance
415 SW 10th Avenue
Portland, Oregon

Gentlemen:

Please be advised that the undersigned represents Munroe Scale Service, Inc., in connection with a claim for services under Inter-City Construction Company Contract No. 6905, in the amount of $177.75.

I understand that your company has furnished the performance bonds for the grading, paving and structure on the Coast Fork Willamette River Bridge section of the Springfield-Creswell Highway in Lane County. At this point, performance by way of payment of the Munroe Scale Service, Inc., billing has not been fulfilled by reason of the fact that the Inter-City Construction Company has refused to pay the account rendered by my client.

On the legal basis, it would appear that there is no question but that the Inter-City Construction Company is the prime contractor of the Highway Commission job let to them on the highway work above-outlined.

The bill rendered by the Munroe Scale Service, Inc., was an integral part of the highway construction work. In fact, the work could not have continued unless the particular batching scales were examined and tested and approved for the particular job. Mr. Jones, the resident engineer on this contract with the Highway Commission would confirm that the weighing scales had to be tested and approved before concrete could be used on the highway job. This is a standard practice and a necessary one in connection with this type of contract.

I consequently reject the position taken by the Inter-City Construction Company that the bill for the testing of the batching scales is not their responsibility.

NOTED
FLOYD QUERY
NOTED
C. W. HEAD

You may note that in behalf of Munroe Scale Service, Inc., that claim has been made to the State Highway Commission, to the Inter-City Construction Company, and to the Bedrock Sand and Gravel Company. Apparently no one disputes the amount of the bill, its just as to who is to pay it.

In view of your having undertaken the bond for performance, it would appear that it devolves upon you to pay the bill and make your claim against whoever is ultimately deemed responsible therefore.

We shall expect your immediate attention to the payment of the bill rendered.

Very truly yours,

VIRGIL COLOMBO

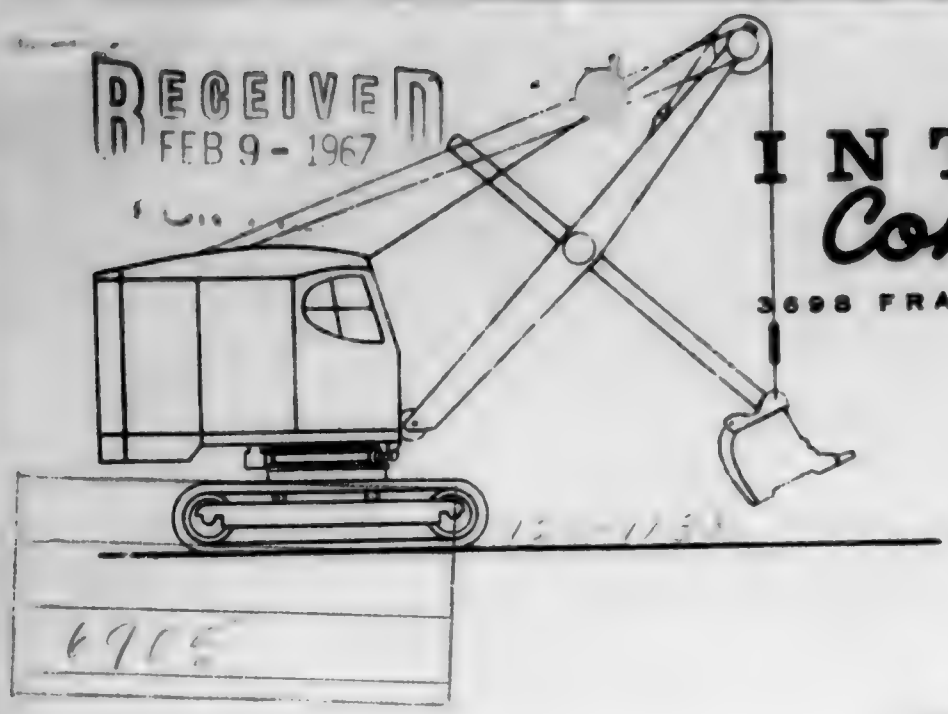
VC:sc

cc: ✓Floyd Query, Secretary
Oregon State Highway Commission
Salem, Oregon

Inter-City Construction Co.
3698 Franklin Boulevard
Eugene, Oregon

Munroe Scale Service, Inc.
5615 SW Hood Avenue
Portland, Oregon

RECEIVED
FEB 27 1967
OREGON
STATE HIGHWAY COMMISSION



RECEIVED
FEB 9 - 1967

INTER-CITY
Construction Co.

3698 FRANKLIN BLVD. EUGENE, OREGON
TELEPHONE 726-7613

EQUIPMENT RENTALS
ROAD & SEWER CONTRACTORS
EXCAVATION & PILE DRIVING MILL POND CLEANING

February 7, 1967

Monroe Seale Service
5615 S. W. Hood Avenue
Portland, Oregon

Gentlemen:

We are in receipt of your invoice dated August 29, 1966 in the amount of $177.75.

We shall have to reject any and all responsibility for the bill.

In the first place you did not make a round trip to our construction site, at least not to our knowledge or at our request. We have no scales on our construction site. You evidently did make a round trip to the Red Rock Sand & Gravel plant site which is adjacent to our job site. The Red Rock Sand & Gravel Company was a commercial business selling redimix concrete on the open market. We did purchase redimix concrete from them at a flat price per yard f.o.b. our job site. That certainly does not make us responsible for any monies that they owe you any more than it would apply to all the other customers who were purchasing from them at that time.

Yours very truly,

INTER-CITY CONSTRUCTION CO.

Mrs. Ray Nee

RN:jr
cc: Oregon State Highway Dept.
Allison Insurance Company

AL MUNROE

INVOICE

SPINKS OVER-UNDER INDICATORS
HOWE SCALES

Munroe Scale Service

ALL MAKES OF SCALES REPAIRED & INSTALLED

246-2554
5615 S.W. HOOD AVENUE — PORTLAND, OREGON 97201

SOLD TO Inter-City Construction Co
3698 Franklin Blvd
Eugene, Ore

DATE 8-29-66

YOUR ORDER NO.

Shipped To &
Destination

TERMS: Net 10th following month.

QUANTITY	DESCRIPTION	UNIT PRICE	AMOUNT
	Round trips to your construction site 1 mile East of Creswell to service - test and adjust one batching plant scales		
	Net		$ 177.75

Please note
This is the same as invoice we sent Bedrock Sand & Gravel after job completed 8-29-66. If this bill is not paid at once we are going to charge interest on same

Al Munroe

Claim has been filed with the Oregon State Highway Commission

DEC 27 8 43 AM '66
TOM McCALL
SECRETARY OF STATE

FORM S-123
RECEIVED
DEC 28 1966
COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 23, 1966

4262

FILED
DEC 27 1966
TOM McCALL
SECRETARY OF STATE

Monroe Scale Service, Inc.
5615 S. W. Hood Avenue
Portland, Oregon 97201

Gentlemen:

This is in reply to your claim letter of December 21 informing us that Inter-City Construction Company owes you $177.75 for the testing of batching scales.

This appears to be in reference to the Inter-City Construction Company Contract No. 6905 for grading, paving, and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County.

The United Pacific Insurance Company through Allison & DeBar Insurance, P.O. Box 1972, Eugene, Oregon, furnished the performance bond on this contract. We will notify them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please inform this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
wh

cc United Pacific Insurance Company
Allison & DeBar Insurance
Inter-City Construction Company
Glenn Jackson
David Simpson
Hon. Tom McCall - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTED
FLOYD QUERY

RECEIVED
DEC 28 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AL MUNROE
Phone 246-2586

Spinks Over-Under Indicator
Howe Scales

Munroe Scale Service, Inc.

ALL MAKES OF SCALES REPAIRED

5615 S. W. Hood Avenue
Portland, Oregon 97201

12-21-66

Mr Floyd Quary,Secretary
Oregon State Hwy Commission
Hwy Office Bldg
Salem,ORE
Dear Sir:

As per our phone conversation to-day we ask the State Hwy Commission to file a labor claim with the bonding company for the Inter-City construction Co who had the contract for materials for Coast Fork Willamette bridge State contract No 6905.Your resident Engineer Mr Jones of Eugene,Ore requested the batching scales for this job be tested and approved for this job.Inter-City construction Co called us to do the work and at the time informed us to bill them as the Bedrock Sand & Gravel Co, P.O.Box 518 Creswell,Ore.The invoice we sent them was $177.75 for this special trip.The work was completed 8-29-66 and we have sent statements each month since but received no payment.We talked with Mr Gardiner your bridge Engineer yesterday and was informed the above Co had gone bankrupt and to file our claim with you.

Yours Very Truly
Munroe Scale Service
Al Munroe
Al Munroe

RECEIVED
DEC 2 2 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 12 1966
FOR FILING

120-1138

6905

9

December 9, 1966

Riddlesberger, Pederson, Brownhill & Young
Attorneys at Law
Cascade Building
Eugene, Oregon 97401

Attention: Mr. Phil Cass, Jr.

Gentlemen:

As requested in your letter of December 6 and attached affidavit, we are enclosing a certified copy of Inter-City Construction Company, Contract No. 6905, for grading, paving and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosure

CWH:flm

W. P. RIDDLESBARGER
L. D. PEDERSON
THOMAS E. BROWNHILL
LEO F. YOUNG
JOHN W. OSBURN
PHIL CASS, JR.
MALCOLM H. SCOTT
ROBERT D. WOODS
HELEN J. FRYE

RIDDLESBARGER, PEDERSON, BROWNHILL & YOUNG
ATTORNEYS AT LAW
CASCADE BUILDING - 1170 PEARL STREET
EUGENE, OREGON 97401

TELEPHONE 342-3691
AREA CODE 503

December 6, 1966

Contract
6905

Secretary,
Oregon State Highway Commission
Salem, Oregon

Dear Sir:

Enclosed herewith on behalf of Glen S. Pederson, dba Pederson Contractors Service please find affidavit of Glen S. Pederson in accordance with ORS 279.515 and 279.512.

Pederson Contractors Service hereby applies for certified copy of the contract and bond between the Oregon State Highway Commission and Inter-City Construction Co. on the indicated Oregon State Highway Contract.

I am sorry we do not have the State Highway Contract number.

The bond and contract may be mailed to the undersigned attorneys for Mr. Pederson.

Very truly yours,

Phil Cass, Jr.

PC:sjb
enclosure

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

DRAFT
December 6, 1966
PC:sjb

AFFIDAVIT

STATE OF OREGON)
)ss.
County of Lane)

GLEN S. PEDERSON, being first duly sworn on oath deposes and says that he is the owner of Pederson Contractors Service, P.O. Box 3023, 1193 Pearl Street, Eugene, Oregon and that Pederson Contractors Service has furnished labor and materials for Inter-City Construction Co., 3698 Franklin Blvd., Eugene, Oregon on the construction of a Coast Fork Williamette River Bridge section project, Lane County, Oregon and has not been paid. This affidavit is made for the purpose of procuring a certified copy of the contract and bond between the State Highway Commission and Inter-City Construction Co.

Glen S. Pederson

Subscribed and sworn to before me this 8 day of December, 1966.

Notary Public for Oregon
My Commission Expires: Aug 20, 1968

Contract 6905

RECEIVED
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 7 - 1966
COMMISSIONERS
FOR FILING

[illegible]
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1966

Inter-City Construction Co.
3698 Franklin Blvd.
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6905 for grading, paving, and structure on the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United Pacific Insurance Company
Portland Branch Office

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
SEP 12 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 1, 1966

City of Creswell
City Hall
Creswell, Oregon

ATTENTION: Mr. C. C. Hollemon

Re: Adjust Water Facilities
City of Creswell
Coast Fork-Willamette River Section
Springfield-Creswell Highway
Lane County - State Project
Contract No. 6905

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 17, 1966, have been approved by the State. This will confirm my verbal authorization to proceed with this work as of August 25, 1966.

Since you are not adequately equipped to perform this work the contract method is also approved with the understanding the work will be performed by Carter Drilling and Pump Service at rates specified in their letter of August 12, 1966 and determined by the State to be equitable.

Reimbursement for work performed subsequent to August 25, 1966 will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
L. H. Young (2)
C. H. Maison
L. R. Chandler
E. H. Jones
D. J. Sage
J. E. Holcomb

RECEIVED
SEP 7 1966
OFFICE OF
STATE

RECEIVED
AUG 19 1966
COMMISSIONERS

KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

120-11E8
6905

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

RE: Power Line Relocation
Pacific Power & Light Company
Coast Fork, Willamette River Bridge Section
Springfield-Creswell Highway
Lane County - State Project
YOUR FILE: PD-9-OR-46

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 3, 1966, have been approved by the State. You are hereby authorized to proceed with the work as of August 10, 1966.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. D. J. Sage, District Maintenance Superintendent, P. O. Box 1269, Eugene, Oregon 97401, phone 342-1361, Ext. 287, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. H. E. Mayfield, Resident Engineer, 2141 East 15th Street, Eugene, Oregon 97403, phone 342-1361, Ext. 295, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed subsequent to August 10, 1966, in the amount of $2,051.83, will be made in accordance with paragraph 7-e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe
L. H. Young (2)
C. H. Maisen
L. R. Chandler
H. E. Mayfield
D. J. Sage
J. E. Holcomb

RECEIVED
OCT 4 - 1966
FOR FILING

120-1138
6965

August 9, 1966

Inter-City Construction Company
3698 Franklin Boulevard
Eugene, Oregon 97403

Signed

Bid July 28

awarded Aug 8
date

Gentlemen:

The State Highway Commission on August 8 accepted your proposal for the Coast Fork Willamette River Bridge Section of the Springfield-Creswell Highway in Lane County for the sum of $418,063.50 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions were satisfied and on the same day the State Highway Engineer awarded you the project, based upon your acceptance of the terms stated in Revision Letter No. 1 dated July 20. Contract No. 6965 has been assigned to this project.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Quesy, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
cc Pac. Bldr. & Engr., Ins., Seattle
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUN 29 1966
FOR FILING

Salem, Oregon
June 28, 1966

David H. Moehring
Right of Way Engineer
B U I L D I N G

Coast Fork-Willamette River
Bridge-Creswell Section
Springfield-Creswell Highway

State Funds will be used for purchase of Right of Way on the Coast Fork-Willamette River Bridge-Creswell Section of the Springfield-Creswell Highway in Lane County. The cost of Right of Way is estimated at $30,000.00.

Use prefix 120-2069.

L. H. Young
Office Engineer

cc: C. Laux

CHM:bc

RECEIVED
JUN 20 1966

Commissioners
J. Pat Metker, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

June 28, 1966

RECEIVED
JUN 29 1966
CONSTRUCTION
DIVISION

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of June 22, 1966 which enclosed the plan title sheets for the following projects:

Coast Fork Willamette River Bridge Section, Springfield-Creswell Highway, Lane County.

Central Point Interchange Section (Illumination), Pacific Highway, Jackson County.

There will be no conflict with wildlife resources as a result of this construction, so the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
6/29/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)

fp

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN (FAR 221)

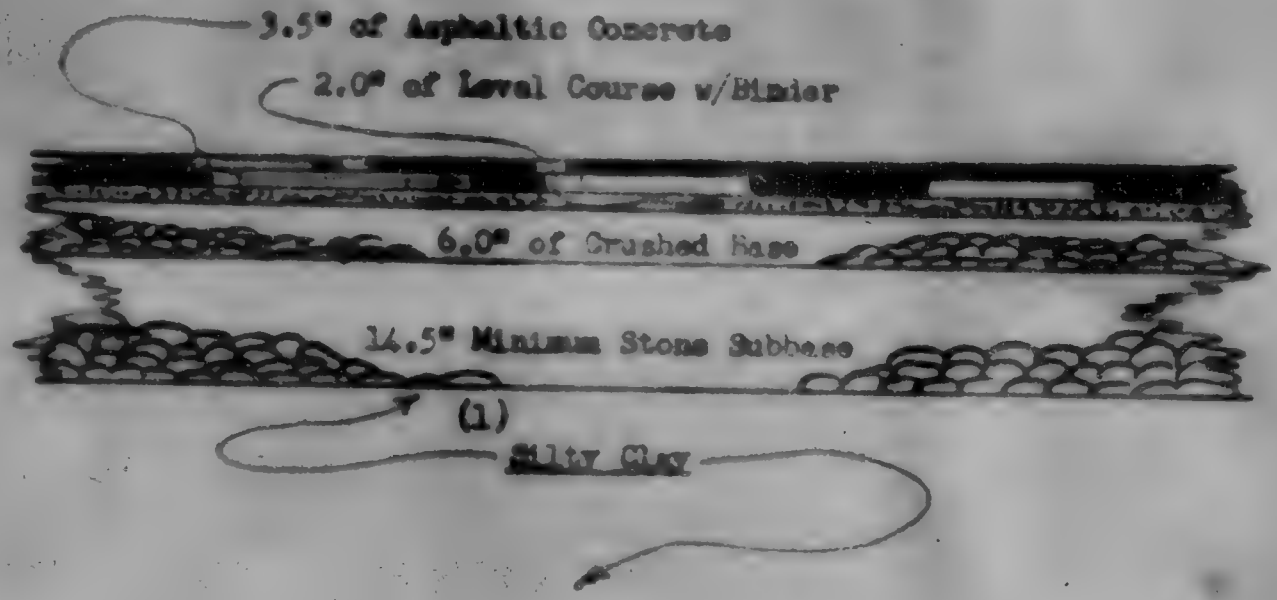
Section COAST FORK WILLAMETTE RIVER - CRESWELL INTERCHANGE Highway SPRINGFIELD-CRESWELL County LANE Prefix 120-1497

Res. Engr. H. Mayfield Approx. Length 0.92 Miles. Sta. 288+70.57 to Sta. _____ Date 3-3-66

Truck A.D.T. 98 Traffic Coefficient 8.1 18 kip s.a. per day 68.7.

Annual Precipitation 48"± (At Cottage Grove) Frost Penetration - - - - .

(1)
Typical Soil
40 %L
10 %I
03 %P 10
73 %P200
7 %Gravel
7 %C Sand
13 %F Sand
41 %Silt
32 %Clay
7 "R" Value
ESTIMATED



AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

CBE Total Req.	Credit	Actual Thick.
	7.0	3.5
	2.0	2.0
	6.0	6.0
	11.5	14.5
26.5	26.5	26.0

FOR FILING
Stone Subbase (Minimum)

RECEIVED MAY 1 1966

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ State Highway Engineer

COAST FORK WILLAMETTE RIVER -
CRESWELL INTERCHANGE
SPRINGFIELD-CRESWELL (FAR 221)
LANE COUNTY

"OTHER ROADS"

Trunk ADT	A.C. Wearing Surface	Level Course	Crushed Base	Minimum Stone Subbase	CBR Req.	Actual Thickness
30 - 90	3.5"	2.0"	6.0"	9.5"	24.5"	21.0"
8 - 30	3.0"	2.0"	6.0"	7.5"	21.5"	18.5"
1 - 8	2.0"	2.0"	6.0"	6.0"	18.0"	16.0"
Cars Only	2.0"	2.0"	7.0"	- - - -	13.0"	11.0"

Should substitutions be made use the CBR Requirement Column to obtain total thickness required and the table below for values:

1.0"	Asphaltic Concrete	= 2.0"	Crushed Base
1.0"	Plant Mix Bituminous Base	= 1.83"	Crushed Base
1.0"	Oil Mat	= 1.1"	Crushed Base
1.0"	Stone Subbase (See Standard Specs. & Supplementals)	= 0.8"	Crushed Base

SECTION. COAST FORK WILLAMETTE RIVER - CRESWELL INTERCHANGE

HIGHWAY SPRINGFIELD-CRESWELL (FAR 221)

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1050 (Total)

B. Future ADT 2200 (Total)

C. Mean ADT 1625 (A+B)

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis) (Logging)

G. Trucks (in one direction) F= 6 x (C) 1625 = 98

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 98 x (F) 100 % = 98

TRAFFIC COEFFICIENT = K (I) $^{0.11\%}$

where K = 4.669

= 8.1

SECTION: COAST FORK WILLAMETTE RIVER - CRESWELL INTERCHANGE

HIGHWAY: SPRINGFIELD-CRESWELL (FAR 221)

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.92 mi.) project.

Commissioners
Paul McKey, Reedsport
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Vincent Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

March 25, 1966

Routing

Morgen	Peets
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAR 28 1966
CONSTRUCTION DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letter of March 16, 1966 which enclosed prospectuses for the following projects:

1. West Slope-Beaverton Section, Tualatin Valley Highway, Washington County.

2. Rock Creek-Gnat Creek Section, Lower Columbia River Highway, Clatsop County.

3. Elk Creek-Blue River Section, McKenzie Highway, Lane County.

4. Coast Fork Willamette River Bridge-Creswell Interchange Section, Springfield-Creswell Highway, Lane County.

We concur with the comments of the Oregon Fish Commission in their letter dated March 23, as regards fish protective requirements on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski.

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
3-28-66 Copies to:

F. B. Klaboe	J. E. Morelock
L. H. Young	L. W. Rulien (2)
Frank Hall (4)	R. D. Asburry (2)
T. C. Roake	L. R. Chandler (4)

fp

RECEIVED
MAR 23 1966
FOR FILING
124-1128

COMMISSIONERS:
HERMAN P. METZGER, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

RECEIVED
MAR 25 1966
CONSTRUCTION
DIVISION

Routing
Morgan
Barbee
Walker
Pease
Morelock
Trout
Scott
Willr
Litchfield
Olson

March 23, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following named highway prospectuses transmitted to us by your letter dated March 16, 1966 have been examined:

West Slope-Beaverton Section, Tualatin Valley Highway, Washington County.

Rock Creek-Gnat Creek Section, Lower Columbia River Highway, Clatsop County.

NOTED
F. B. KLABOE

Elk Creek-Blue River Section, McKenzie Highway, Lane County.

Coast Fork Willamette River Bridge-Creswell Interchange Section, Springfield-Creswell Highway, Lane County.

Fish passage must be maintained on Big Noise Creek and Rock Creek in Clatsop County, in Blue River and Coast Fork Willamette River in Lane County.

We request that the existing culverts on Rock Creek and Big Noise Creek be removed after the new section of road is completed.

Sincerely,

Edw. K. Neubauer

EDWARD K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission

RECEIVED
MAR 25 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

3-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. W. Rullen (2)
R. D. Asburry (2)
L. R. Chandler (4)
fp

RECEIVED
MAR 22 1966
FOR FILING

NOTED
R. L. PORTER

3-16-66

Prefix No. 120-1497

LOCATION PROSPECTUS
~~COAST FORK~~ WILLAMETTE RIVER BRIDGE-CRESWELL INTERCHANGE SECTION
SPRINGFIELD-CRESWELL HIGHWAY
LANE COUNTY

HIGHWAY: Springfield-Creswell, State Secondary No. 222, Federal-aid Secondary No. 221.

TERMINI: The northerly terminus is at Station 288+70.57 which is approximately M.P. 13.55 and is near the easterly end of the Coast Fork Willamette River Bridge. The southerly terminus is at M.P. 14.47 which point is at the Creswell Interchange.

LENGTH: Total length of the project is 0.92 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving over new and revised alignment and the construction of a new structure over the Coast Fork of the Willamette River. The proposed route was previously surveyed in 1956 and reconnaissance was made in 1962. This route is a tangent extension of the portion of the Springfield-Creswell Highway constructed in 1959 and utilizes about 0.7 mile of the existing right of way. Soils investigations will be conducted. Any drainage problems will be resolved. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing ADT 1,000; projected ADT 2,100.

STANDARDS: Traffic and alignment call for Class "B" highway with maximum curvature of 3 degrees and a maximum grade of 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders.

BRIDGES: A new structure of approximately 600 feet in length will be required crossing the Coast Fork of the Willamette River. There is an existing structure over Hill Creek Slough (M.P. 14.81) which will require either widening or replacement as it only has a 19'4" H.C.

ACCESS: Access will be direct to pavement, limited as to location, width and unrestricted as to land use.

NOTED
FORREST COOPER

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/2" Final
	3-1/2" Immediate
Top Course Base	2 " Leveling
Bottom Course Base	14 " Crushed Base
Total Depth	21 "

MATERIAL: Investigations for material sources will be made and referenced to the project at the time of survey.

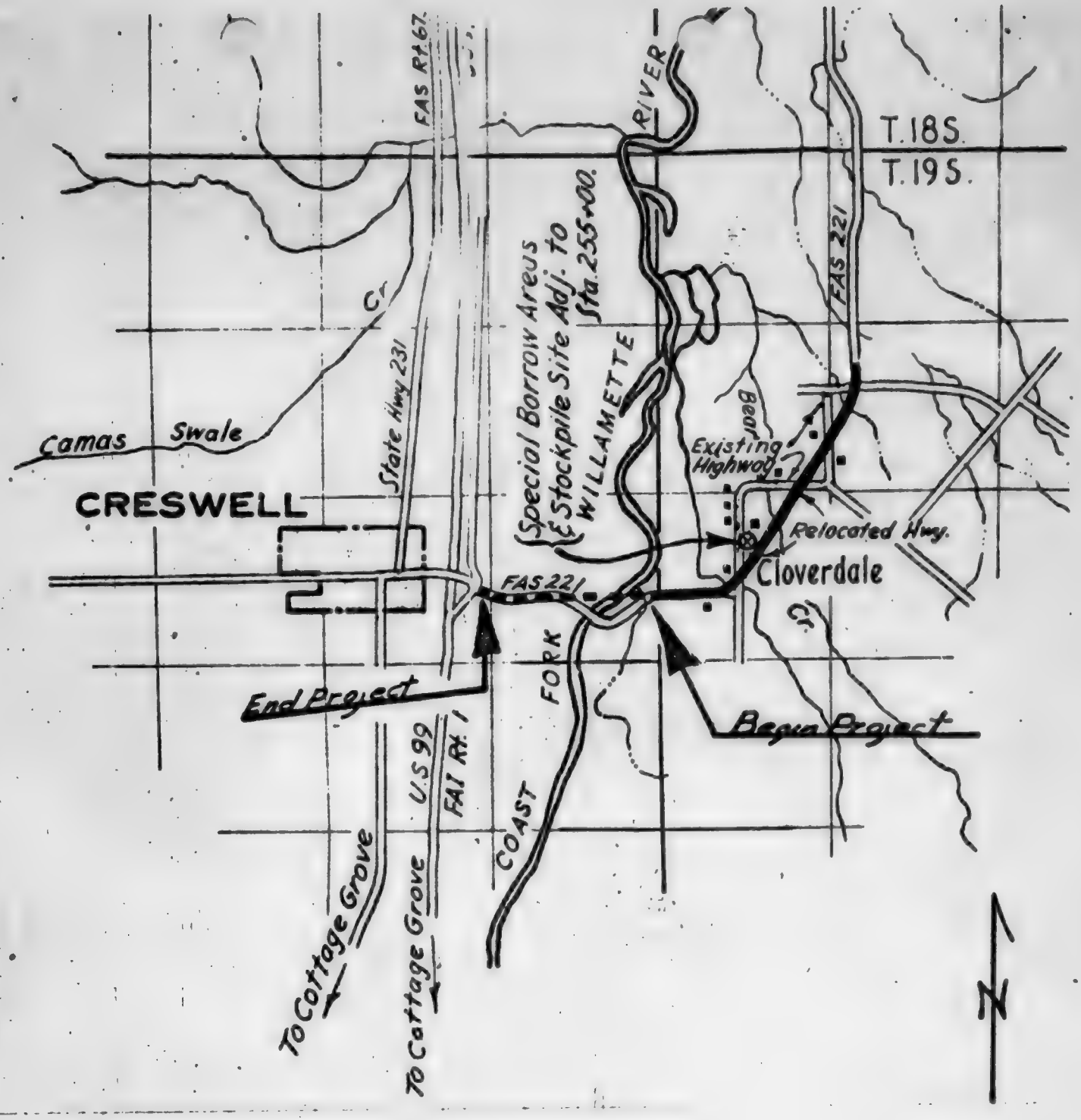
UTILITIES: There are no railroad crossings involved. Routine utility adjustments will be required.

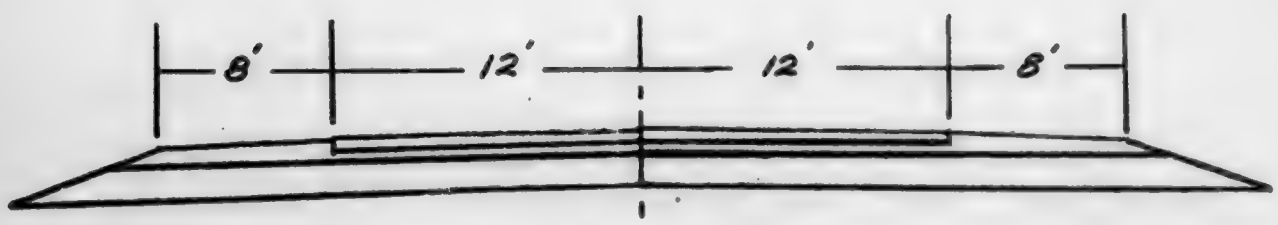
AGREEMENTS: An agreement with Lane County will be needed.

STATE PARKS OR ROADSIDE REST AREAS: None.

March 16, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER





Typical Section

Prospectus Map

Coast Fork Willamette River Br. - Creswell Interchange

Springfield - Creswell Hwy.

Lane County

1966

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MAR 18 1966

3-16-66

Prefix No. 120-1497

LOCATION PROSPECTUS
COAST FORK WILLAMETTE RIVER BRIDGE-CRESWELL INTERCHANGE SECTION
SPRINGFIELD-CRESWELL HIGHWAY
LANE COUNTY

HIGHWAY: Springfield-Creswell, State Secondary No. 222, Federal-aid Secondary No. 221.

TERMINI: The northerly terminus is at Station 288+70.57 which is approximately M.P. 13.55 and is near the easterly end of the Coast Fork Willamette River Bridge. The southerly terminus is at M.P. 14.47 which point is at the Creswell Interchange.

LENGTH: Total length of the project is 0.92 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading and paving over new and revised alignment and the construction of a new structure over the Coast Fork of the Willamette River. The proposed route was previously surveyed in 1956 and reconnaissance was made in 1962. This route is a tangent extension of the portion of the Springfield-Creswell Highway constructed in 1959 and utilizes about 0.7 mile of the existing right of way. Soils investigations will be conducted. Any drainage problems will be resolved. An economic analysis is not needed at this time.

CHARACTERISTICS: Existing ADT 1,000; projected ADT 2,100.

STANDARDS: Traffic and alignment call for Class "B" highway with maximum curvature of 3 degrees and a maximum grade of 5 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders.

BRIDGES: A new structure of approximately 600 feet in length will be required crossing the Coast Fork of the Willamette River. There is an existing structure over Hill Creek Slough (M.P. 14.81) which will require either widening or replacement as it only has a 19'4" H.C.

ACCESS: Access will be direct to pavement, limited as to location, width and unrestricted as to land use.

NOTED
TOM EDWARDS

BASE DESIGN: The tentative base design for construction is:

Paving	1-1/2" Final
	3-1/2" Immediate
Top Course Base	2 " Leveling
Bottom Course Base	14 " Crushed Base
Total Depth	21 "

MATERIAL: Investigations for material sources will be made and referenced to the project at the time of survey.

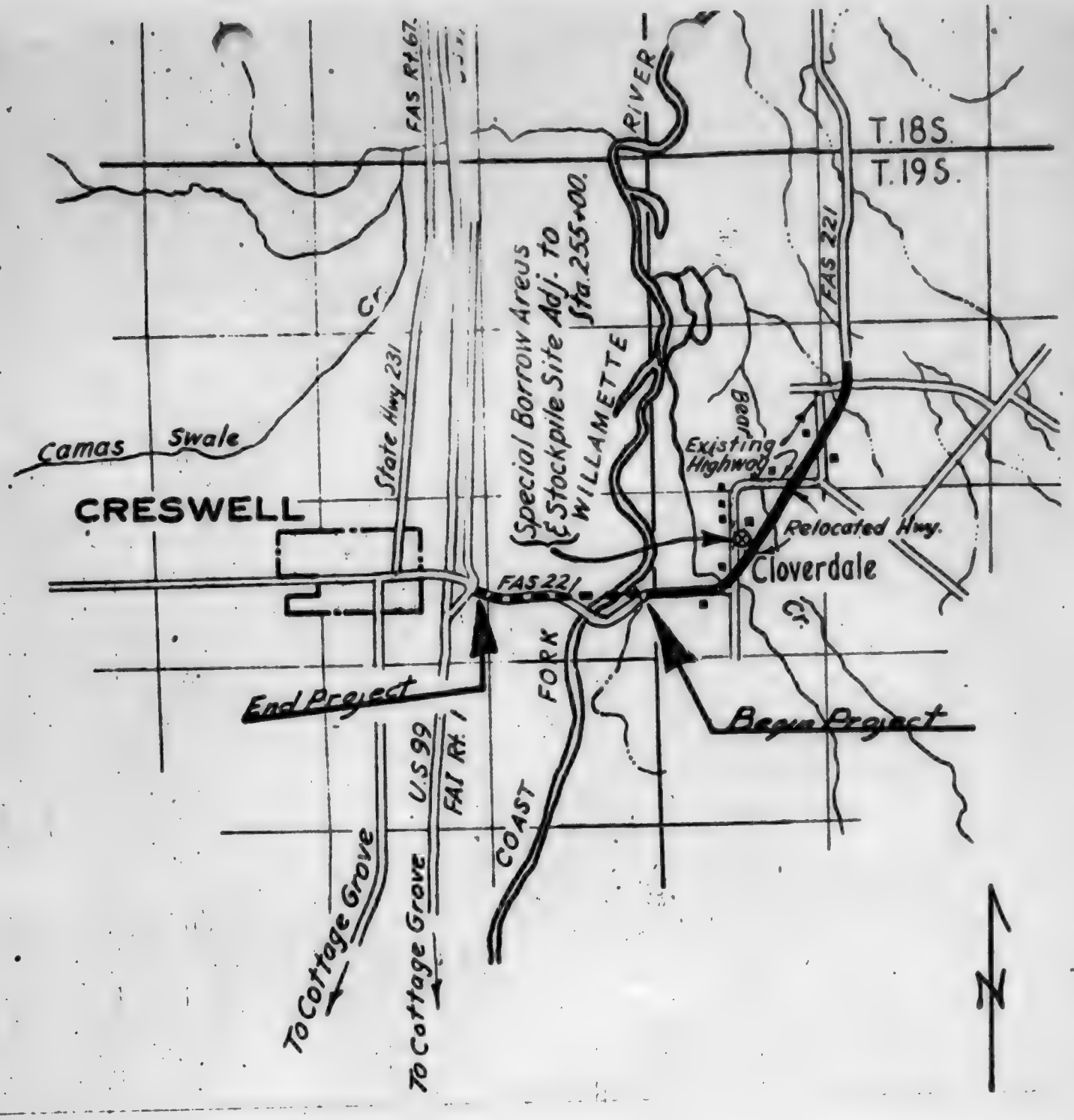
UTILITIES: There are no railroad crossings involved. Routine utility adjustments will be required.

AGREEMENTS: An agreement with Lane County will be needed.

STATE PARKS OR ROADSIDE REST AREAS: None.

March 16, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER



Typical Section

Prospectus Map

Coast Fork Willamette River Br. - Creswell Interchange

Springfield - Creswell Hwy.

Lane County

1966

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1966

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

SUBJECT: Coast Fork Willamette River, M.P. 13.7
Springfield-Creswell Highway
Road No. 222
(Assignment: FBK-479)

A previous reconnaissance investigation had been made (Report of August 30, 1962) covering improvement of the segment of the Springfield-Creswell Highway which included the bridge over the Coast Fork of the Willamette River. Estimates of that report, revised to reflect current standards are as follows:

	Alternate 1	Alternate 2
Length, miles	1.3	1.3
Grade & Pave	$220,000	$230,000
Structures	350,000	400,000
Right of Way	70,000	60,000
Est. Const. Costs	$640,000	$690,000

A map is attached delineating these proposals.

The existing bridge is a steel truss, built in 1930, and has a horizontal clearance of 18'-2". The new bridge, as proposed, (Alternate 1) will be 600 feet in length and will have a 32-foot roadway; construction of the highway at either end of the bridge will entail the introduction of two 12-foot lanes with 8-foot shoulders. The new alignment, in either case, will eliminate two 20-degree curves and will reduce the over-all distance 0.1 mile over the present route. 1964 ADT varies from 1200 (0.2 mile east of I-5) to 600 (0.8 mile east of bridge).

It might be pointed out that the original reconnaissance was brought about by a request from officials of Lane County who suggested that Alternate 2 be considered because of their belief that right of way could become difficult to obtain.

Right of way costs, as shown, were updated from the original costs furnished by the Right of Way Division.

Adoption of either of the above proposals will complete the "gap" between Interstate 5 and the Cloverdale-Coast Fork Bridge Section completed in 1958 under Contract No. 5056.

W. H. Tebeau
W. H. Tebeau
Preliminary Studies Engineer

WHT:bjm
Attachment

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

February 17, 1966

SUBJECT:

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Please have an investigation made of the following structures and advise me of pertinent facts such as ADT, geometric features, and cost to improve.

(1) Coast Fork Willamette River Bridge on the Springfield-Creswell Highway at Creswell.

(2) Smith River Bridge on the Elkton-Sutherlin Highway.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Mr. Tom Edwards
Mr. Victor D. Wolfe
Mr. L. R. Chandler

Routing

Morgan	Pease
Decker	Moorlock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
FEB 17 1966
CONSTRUCTION DIVISION

REFERRED TO
Moorlock
Asst. Const. Engr.

NOTED
2-18-66
W. H. TEBEAU

5-1112 Delena-Rainier Sec., Col. R. 1966
Hwy. (Grading and structure)
#6906 [redacted]

(I & H) 3155

A4R 448

A4R 451

JAN 3 - 1969

5-1112
6906

January 2, 1969

Wells-Reed-Reed-West Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

A post-final payment for $10,200 will be made to C. R. O'Neil on Contract No. 6906 for grading and structure on the Delena-Rainier Section of the Columbia River Highway in Columbia County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,852,733.55 including the post-final payment. Of the total $43,663.47 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Co.
2030 Ninth Avenue
Seattle, Washington 98121

R. D. Asburry
C. H. Maison
Attn: John Herr

RECEIVED
JAN 17 1969

5-1112

6906

December 17, 1968

#3

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Dear Mr. O'Neil:

The State Highway Commission at its meeting on December 17 considered your request for an extension of time on Contract No. 6906 on the Deleme-Rainier Section of the Columbia River Highway in Columbia County.

After careful consideration, the Commission granted you a 31-calendar day extension.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
Vernon Shull
D. J. Barbee
F. D. Morgan
C. H. Maison

FORM S-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 21, 1968

SUBJECT: Extension of Time
Delena-Rainier Section
Columbia River Highway
Contract No. 6906

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from C. R. O'Neil, contractor on the subject contract, the attached request for an increase of 51 calendar days. The contractor's request is based on changes in the original plans, overruns in various bid items, and extra work added to the contract for slide correction.

This is the second request for time extension on this contract. The first extension was based on overruns in the contract, amounting to 19 per cent of the original contract then and was acted upon when the project was 84 per cent complete. The Highway Commission approved an extension of 84 calendar days at its January 23, 1968 meeting.

The semi-final estimate on this contract indicates that there was an overrun of the original contract amounting to over $424,000. This is 30 per cent of the original contract amount and includes extra work orders and price agreements added to the contract. On a straight time/money relationship, this justifies an extension of 132 calendar days. The first request granted 84 calendar days for overruns. An extension of 48 calendar days additional is therefore justified on this basis.

In addition, there was a cut slide near the cemetery (approximately two miles west of Rainier) during the life of this contract. The slide correction work was done under Contract No. 7130 (the Delena-Rainier paving project) between July 24 and August 16, 1968. This slide correction work delayed the contractor's final finishing work on the subject project during this period and an extension of 24 calendar days is justified. A stop work order was not written during this period because the contractor did have some other minor finishing work in progress. In retrospect, a stop work order would have been a more desirable method of handling this problem.

The contract was completed on August 22, 1968, at which time 51 calendar days in excess of the number authorized had been charged. This represents

$10,200 in liquidated damages ($200 per day). Based on the overrun in the original contract amount and the delay in the final finishing caused by slide correction work, we recommend that the calendar days be increased by 51 days. This will eliminate all liquidated damages. This is a State project.

A rough draft ofa letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB/DES:fw
Attachment
cc: V. L.Gallagher

RECEIVED
NOV 21 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 12 1968
FOR FILING

5-1112

6906

December 12, 1968

Wells-Hood-Hood-Hoyt Company
412 Failing Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6906 awarded to C. R. O'Neil for grading and structure on the Delena-Rainier Section of the Columbia River Highway in Columbia County was completed on August 22, 1968, and accepted by the Highway Commission on December 11, 1968.

Final payment in the amount of $72,947.04 will be released to the contractor after December 19, 1968. The total contract amount is $1,842,533.55 including $43,663.47 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Great American Insurance Company
2030 Ninth Avenue
Seattle, Washington 98121

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
DEC 11 1968
FOR FILING

5-1112

6906

December 11, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 22, 1968, on Contract No. 6906. The contract was with C. R. O'Neil and was for grading and structures on the Delena-Rainer Section of the Columbia River Highway in Columbia County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 11, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

srb lms
bc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

RECEIVED
NOV 27 1968
FOR FILING

5-1112

6906

November 26, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 3
December 17, 1968 meeting

Gentlemen:

C. R. O'Neil, contractor on the Delano-Rainier Section of the Columbia River Highway in Columbia County, Contract No. 6906, requests an increase of 31 calendar days.

This is the second request for a time extension on this contract. You approved an extension of 84 calendar days at your meeting of January 23, 1968, based on a 19-percent overrun of the original contract when the project was 84 percent complete.

The project is now completed and final overruns of bid items and extra work added to the contract amount to 30 percent of the original contract. Correction of a cut slide which occurred late in the project also delayed the contractor's final finishing.

These reasons more than justify the requested 31-calendar day extension. I recommend that the calendar days be increased by 31 which will eliminate all liquidated damages. This is a State project.

This matter will be on the agenda for your consideration at the December 17 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

JAB/DES:fw lms
Attachment
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
R. D. Asburry

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 17 1968
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6906 Contractor C.R. O'Neil

Highway Columbia River

Section Delena-Rainier

Kind of Work Grading & Structure

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

51 days recommended for quantity overruns and added work and late slide correction.

Recommended for Approval:

R. D. Asburry
Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6906

Project designation State (State-Federal)

Date awarded August 6, 1966

Work started August 18, 1966

Per cent completed 100 - August 22, 1968 (Date)

No. of ~~Workdays~~ Calendar Days Allowed 524

No. of ~~Workdays~~ Calendar Days Used 575

No. of Added ~~Workdays~~ Calendar Days Requested 51

E—220 (Rev.)—63M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 11, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7-2-68 days to 8-22-68 (51 days) days, within which to complete our Contract No. 6906, without the assessment of liquidated damages. The said contract is described as follows: Grading and Structure on the Delena-Rainier Section of the Columbia River Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Changed Conditions from original plans. (2) Increase in General Excavation (3) Increased Quantities of Embankment Foundation Excavation (4) Increase of Selected Rock Embankment Materials (5) Overrun in Culvert & Drain Pipe (6) Extra work due to large amount of Slide Material to be removed (7) Overrun of 31% of the original amount of the Contract.

Respectfully submitted,

C. R. O'Neil
Contractor

By: C R O'Neil

CONSENT OF SURETY

Date OCTOBER 14, 19 68

We, GREAT AMERICAN INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Attorney-in-fact
WELLS-REED-WOOD-WEST Co. (SEAL)
BY: Resident Agt.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6906 Contractor C. A. O'Neil

Highway Columbia River

Section Goldendale-Biggs

Kind of Work Grading & Structure

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

51 days recommended for quantity overruns and added work and late slide correction.

Recommended for Approval:

R. D. Asbury

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	6906
Project designation	State State-Federal
Date awarded	August 6, 1966
Work started	August 18, 1966
Per cent completed	100 - August 22, 1968 Date
No. of Workdays Allowed	~~Calendar Days~~ XXXXXX 854
No. of Workdays Used	~~Calendar Days~~ 575
No. of Added Workdays Requested	~~Calendar Days~~ 51

E—320 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date October 11, 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 7-2-68 ..... days to 8-27-68 (51-days) ..... days, within which to complete our Contract No. 6906, without the assessment of liquidated damages. The said contract is described as follows: Grading and Structure on the Delena-Rainier Section of the Columbia River Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Changed Conditions from original plans. (2) Increase in General Excavation (3) Increased Quantities of Embankment Foundation Excavation (4) Increase of Selected Rock Embankment Materials (5) Overrun in Culvert & Drain Pipe (6) Extra work due to large amount of Slide Material to be removed (7) Overrun of 31% of the original amount of the Contract.

Respectfully submitted,

C. R. O'Neil
.....
Contractor

By C. R. O'Neil

CONSENT OF SURETY

Date OCTOBER 14, 68

We, GREAT AMERICAN INSURANCE COMPANY
.....

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated

GREAT AMERICAN INSURANCE COMPANY

BY: .....

WILLS-REED-GOOD-GEST Co.
Attorney-in-fact

BY: .....

Resident Agent

(SEAL)

S-1112 6906

FORM B-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Delena-Rainier		WEEK ENDING: Oct. 5,1968
		SECTION PREFIX: 5-1112
HIGHWAY: Columbia River		COUNTY: Columbia
NAME OF JOB: Delena-Rainier	KIND OF WORK: Grading & Structure	
CONTRACTOR: C.R. O'Neil	CONTRACT NUMBER: 6906	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: Aug. 8,1966	DATE WORK STARTED: Aug. 18,1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 524	CALENDAR DAYS USED 575
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: X 110
PROJECT AUTHORIZATION: $ 2,014,933.80		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 1,856,645.96	ENGINEERING AUTHORIZATION $ 158,287.84	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 1,870,327.57	ENGINEERING COST TO DATE $ 158,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN: 0.7%	PERCENT OF AUTHORIZATION 100.1 %	DATE PROJECT WAS COMPLETED: Aug. 22,1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	4.42				
MILES PARTIALLY COMPLETED	4.42				
MILES COMPLETED	4.42				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,565,000cy				
TOTAL QUANTITIES CORRECTED TO DATE	2,023,106				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,023,106				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	146A	RCBC						
PERCENT	100	100						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final delivered to Division Office Oct. 3,1968.

This will be the last report submitted.

SIGNED Vernon E. Shull LOCATION Rainier

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
FEB 3 - 1969
FOR FILE

5-1112

6906

Salem, Oregon
October 9, 1968

H l

Bonneville Power Administration
agreement

40053

MISC. CONTRACTS and
AGREEMENTS No. 3755

10-7-68

Mr. Earl F. Saling
Right of Way Office Manager

B U I L D I N G

We are attaching a fully executed copy and a conformed copy of an agreement with Bonneville Power Administration covering the crossing of the Delena-Rainier Section of the Columbia River Highway in Columbia County over their St. Johns-Longview, Longview-Astoria, and Longview-Clatsop power transmission lines easement.

Bonneville Power has asked that they be advised of the recording date. We are retaining a conformed copy of this agreement until we receive a fully executed copy.

Floyd Chaney, Secretary

fkn
Attachments (2)

cc John F. Hagemann
(conformed agreement)
T. W. Litchfield
(conformed agreement)
R. D. Asberry
(2 conformed agreements)
Jack Sollis

RECEIVED
AUG 15 1968
FOR FILING
5-1112
L 766

August 13, 1968

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6906, the Delena-Rainier grading and structures project in Columbia County, is anticipated. This is a State Project for which the original project authorization was $1,680,297.75. This authorization was increased by your action of December 12, 1967, to $1,896,344.08. The present anticipated cost is $2,014,933.80, indicating an overrun of $118,589.72 or 6.25 percent.

During the winter, slides occurred which increased the general excavation item, the major cause of the overrun. In addition, it was necessary to make more extensive embankment foundation excavation than had been estimated. As you probably know, this project is situated in an area not only of heavy rainfall but of unstable soil conditions. Until the job is actually under construction and opened up, it is very difficult to positively estimate the amount of fill preparation and slide correction that may be encountered.

The matter will be on the agenda for the August 20 meeting and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

DES:fw lms
bc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

8-16-68

Lakin-Kamer over run. #6906

About 85,000 c.y. of the added gen. exc. was to flatten a cut slope to 2:1 to overcome instability, (Sta. 2033-2040)

The remaining 90,000 c.y. of over run in gen. exc. is from several locations, the widest one at 2040-2066 section where part of the cut slope benches broke out due to mud seams.

The line changes at Longview Interchange shifted main line north and eliminated many thousands of yards of excess exc. on the second contract but did add some cost on this job. as follows:

E.W.06 calc. changes $ 5,360

P.A.3 encl. foundation exc.

27,000 c.y. = $21,600

JBond

NOTED
R. L. PORTER

RECEIVED
AUG 2 1 1968

5-1112
6906

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 5, 1968

SUBJECT: Overrun of project authorization
Delena-Rainier Section
Columbia River Highway
Contract No. 6906

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

NC
F. B. K.

Attached is a Report on Expected Overrun of the Project Authorization on the subject contract. This project, for grading and structures, is under contract to C. R. O'Neil of Creswell. The original project authorization was $1,680,297.75. This authorization was increased by the Highway Commission at their meeting of December 12, 1967 to $1,896,344.08. The present anticipated cost is $2,014,933.80, indicating an overrun of $118,589.72 or 6.25 per cent.

The first overrun was caused by increases in General Excavation, Embankment Foundation Excavation, Overhaul and Selected Rock Embankment Material. These overruns were due to additional excavation required to provide stability in the cut slopes and adequate fill foundations. At the time the first request was prepared (in October, 1967), the exact extent of Embankment Foundation Excavation was not known. The amount was underestimated and an additional 42,000 cubic yards of Embankment Foundation Excavation and Selected Rock Embankment material was required to provide adequate fills. Also, additional slide activity and slope bench failures during the past winter and spring have caused an increase in the General Excavation item of 175,000 cubic yards. The overruns in these two items alone amount to more than $142,000.

It is recommended that the project authorization be increased by $118,589.72. A rough draft of a letter to the Highway Commission is attached.

aug. 20 meeting

F. D. Morgan
Construction Engineer

By
John A. Bond
Staff Assistant

JAB/DES:fw
Enc.
cc L. H. Young

NOTED
F. B. KLABOE

RECEIVED
AUG 12 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

5-1112
6906

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Delena-Rainier Date July 19, 1968

Highway Columbia River Contract No. 6906

County Columbia Kind of Work Grading & Structures Contractor C. R. O'Neil

	Authorized By Hwy. Commission 12-12-67	Estimated
Contract Amount	$1,640,054.72	$1,760,733.82
Anticipated Items	61,533.29	52,136.20
Contingency (4½%)	36,468.23	43,775.94
Engineering	158,287.84	158,287.84
Credits		
PROJECT COST	$1,896,344.08	$2,014,933.80
NET INCREASE $		118,589.72 or 6.25%

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 8-20-68

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)			Expected Amount	Net Change
(C) Bid Item 3	General Excavation, Unclassified	1,645,000 CY	$1,019,900.00	+ $108,500.00
(C) " " 4	Emb. Fnd. Excavation, Unclass.	340,000 CY	272,000.00	+ 33,600.00
(C) " " 6	Extra for Selected Rock Emb. Mat'.	340,000 CY	102,000.00	- 17,430.00
(A) EWO No. 3	Slide Removal		30,000.00	- 10,000.00
(U) EWO No. 2	Fencing		6,800.00	
(U) " 4	Toe Trenches		5,000.00	
(U) " 5	Flagging on "LR" Line		1,000.00	
(U) " 6	Salv. & Reinst. Culvert Pipe		5,560.00	
(U) " 7	" " " "		6,240.00	+ 43,775.94
(U) P.A. 1	Special Backfill in Drains		8,712.50	
(U) " 2	Widen Longview Br. Road (Paid under Bid Items)		0.00	
(U) " 3	Construct Line change (paid under bid items)		0.00	
(U) S.F.O. 5	Stabilize Slopes		10,000.00	
(U) " 6	Purchase signs and barricades		463.44	

Principal reasons for overruns (Continue on reverse side): Amount of Embankment Excavation and Selected Rock Embankment was underestimated. This work required to provide stable fills. Slide activity and slope bench failures during winter and spring of 1968 caused an overrun in General Excavation.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ Vernon E. Shull
Resident Engineer

Noted by
for Construction or Bridge Engineer

Confirmed by /s/ Gerald Winter
Ass't. Division Engineer

Noted by
Deputy or State Highway Engineer
asst.

RECEIVED
FEB 19 1968
FOR FILING

5-1112
6406

3g

January 24, 1968

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon 97426

Dear Mr. O'Neil:

The State Highway Commission at its meeting on January 23 considered your request for an extension of time on Contract No. 6906 on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 84.

Very truly yours,

Floyd Ousery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc R. D. Asburry
Vernon Shull
L. H. Young
F. D. Morgan
C. H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6906 Contractor C. R. O'Neil

Highway Columbia River

Section Delena - Rainier

Kind of Work Grading & Structure

It is recommended that the request for increase in the number of ~~work~~ calendar days within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overrun in general and embankment foundation excavation, selected rock embankment and perforated drain pipe justifies an increase of 84 calendar days.

Recommended for Approval:

GERALD WIMER
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6906
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	August 18, 1966
Per cent completed	84 11-4-67 (Date)
No. of Calendar ~~Work~~days Allowed	440
No. of Calendar ~~Work~~days Used	431 11-4-67
No. of Added Calendar ~~Work~~days Requested	84

BP*6906-734

E-819 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 20, **19** 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11-12-67 days to 6-1-68 (200-days) days, within which to complete our Contract No. 6906, without the assessment of liquidated damages. The said contract is described as follows: Grading and Structures on the Delena-Rainier Section of the Columbia River Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Changed Conditions from Original Plans.
(2) Increase in General Excavation
(3) Increased Quantities of Embankment Foundation Excavation
(4) Increase of Selected Rock Embankment Materials.
(5) Overrun in Culvert and Drain Pipe.

The request for extension of time without liquidated damages is due to the overrun in the above items. I also request a suspension of work during the winter months of 1967 and 1968 or until such time as the weather permits resuming grading operations.

Respectfully submitted,

C. R. O'Neil
Contractor

By C R O'Neil

CONSENT OF SURETY

Date OCTOBER 23, **19** 67

We, GREAT AMERICAN INSURANCE COMPANY,
412 Failing Bldg., Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C Reed
FRED C. REED Attorney-in-fact

(SEAL)

WELLS-REED-WOOD-WEST Co.
Resident Agent
BY: Fred C Reed

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1967

RECEIVED
DEC 6 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Delena-Rainier Section
Columbia River Highway
Contract 6906

We have received from C. R. O'Neil, contractor on the subject contract, the attached request for an increase of 200 calendar days. The contractor's request is based on changed conditions from the original plans; an increase in general excavation, embankment foundation excavation and selected rock embankment materials and an overrun in culvert and drain pipe.

Actually, the contractor's first reason (changed conditions from the original plans) covers all of the increases in the contract quantities to which he subsequently refers.

There is an anticipated overrun in general excavation amounting to 100,000 cubic yards. The contractor's average daily production on general excavation between June 12, and November 3, 1967, has been 6,885 cubic yards. This represents justification for an increase of 15 work days. This overrun occurred because some cut slopes had to be flattened on the westerly end and additional material accumulated through differences between the location sections and actual staking.

The anticipated overrun in embankment foundation excavation amounts to 105,000 cubic yards. The contractor's average daily production between June 12, and November 3, has been 1,802 cubic yards which would justify an increase of 58 work days. To provide adequate fill stability, more embankment foundation excavation was required in areas of unsuitable material than had been anticipated.

The anticipated overrun in selected rock embankment materials amounts to 162,100 cubic yards and was primarily necessitated by the embankment foundation excavation which had to be backfilled. This is a duplication of the general excavation item as the rock embankment is selected from it.

Perforated drain pipe quantities were increased by 3,120 feet in order to adequately handle subsurface water on the project. There has not been an overrun in culvert materials. These increases in perforated pipe became necessary as the work progressed and are believed to be concurrent with the excavation work mentioned above.

Work on these four items was done concurrently and, therefore, we believe the total number of work days which should be allowed is 58, which convert to 81 calendar days. The embankment foundation excavation probably would be the critical or controlling work.

The present estimated overrun of contract bid items and extra work added to the contract amounts to $273,052.00. This is 19% of the original contract amount. Prorating this overrun against the original 440 calendar days allowed would justify 84 calendar days.

A stop work order was issued effective November 4, 1967, at which time 431 calendar days had been charged. It is anticipated that work will resume late in March, 1968. The number of calendar days justified above, plus the 9 that are remaining of the original 440, should be adequate to complete the work by the current anticipated completion date of June 15, 1968.

Liquidated damages on this contract accrue at the rate of $200 per day. Based on the overruns we recommend that the calendar days be increased by 84 which should eliminate all anticipated liquidated damages.

This is a State project.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

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DEC 3 1967
FOR FILING
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6906

December 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
January 23, 1968 meeting

Gentlemen:

C. R. O'Neil, contractor on the Delena-Rainier Section of the Columbia River Highway in Columbia County, Contract No. 6906 (a State project), has requested an increase of 200 calendar days. The contractor's request is based on changed conditions from the original plans; an increase in general excavation, embankment foundation excavation, and selected rock embankment materials, plus an overrun in culvert and drain pipe.

There were overruns in general excavation, embankment foundation excavation, and selected rock embankment materials. There also was an overrun in perforated drain pipe but no overrun of any consequence in culvert pipe. Work on these items was concurrent, but an extension of time for the accumulated overrun is justified.

An overrun of the total contract work amounting to 19 percent is anticipated and on a time-money basis would justify an increase of 84 calendar days. We believe this approach is valid and recommend that the calendar days be increased by 84.

The anticipated completion date for this contract is June 15, 1968. The proposed increase of 84 calendar days should be adequate to eliminate all anticipated liquidated damages.

This matter will be on the agenda for your consideration at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Cuery
R. L. Porter
F. B. Klaboe
V. D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
Enc. R. D. Asburry

JAB:DES:nn:ss fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6406 Contractor C. R. O'Neil

Highway Columbia River

Section Kalama - Rainier

Kind of Work Grading & Structure

It is recommended that the request for increase in the number of calendar days within which to complete said contract be GRANTED. The reasons for such recommendation are as follows:

Overrun in general and embankment foundation excavation, selected rock embankment and perforated drain pipe justifies an increase of 84 calendar days.

Recommended for Approval:

GERALD WIMER
Asst. Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6406
Project designation	State (State-Federal)
Date awarded	August 8, 1966
Work started	August 18, 1966
Per cent completed	94 11-4-67 (Date)
No. of Calendar days Allowed	440
No. of Calendar days Used	431 11-4-67
No. of Added Calendar days Requested	84

SP*6296-704

B-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 20, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 11-12-67 days to 6-1-68 (230-days), within which to complete our Contract No. 6906, without the assessment of liquidated damages. The said contract is described as follows: Grading and Structures on the Selma-Rainier Section of the Columbia River Highway.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: (1) Changed Conditions from Original Plans.
(2) Increase in General Excavation
(3) Increased Quantities of Embankment Foundation Excavation
(4) Increase of Selected Rock Embankment Materials.
(5) Overrun in Culvert and Drain Pipe.

The request for extension of time without liquidated damages is due to the overrun in the above items. I also request a suspension of work during the winter months of 1967 and 1968 or until such time as the weather permits resuming grading operations.

Respectfully submitted,

C. R. O'Neil
Contractor

By C R O'Neil

CONSENT OF SURETY

Date OCTOBER 23, 1967

We, GREAT AMERICAN INSURANCE COMPANY,
411 Failing Bldg., Portland, Oregon, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

GREAT AMERICAN INSURANCE COMPANY
BY: Fred C. Reed
FRED C. REED, Attorney-in-fact

(SEAL)

WELLS-REED-TODD-WEST Co.
Resident Agent
BY: Fred C. Reed

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FOR FILING
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November 16, 1967

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Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6906, the Delena-Rainier grading and structures contract on the Columbia River Highway in Columbia County, is anticipated. C. R. O'Neil of Creswell is the contractor.

This is a State project for which the original project authorization was $1,680,297.25. The present anticipated cost is $1,896,344.08, indicating an overrun of $216,046.33 or 12.9 percent.

The major reasons for this overrun are increased quantities of grading items involving general excavation, embankment foundation excavation, overhaul, and selected rock embankment material.

The anticipated solid material in the major excavation area did not materialize to the extent originally estimated and required that cut slopes be flattened to provide for slope stability. Additional embankment foundation excavation and rock backfill were required to provide for adequate fill foundations. Overruns in these four bid items amounted to more than $210,000.

This request for an additional authorization will be presented to you at the December 12 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
V. D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

DES:nn fn

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 10, 1967

SUBJECT: Overrun of Project Authorization
Delena-Rainier Section
Columbia River Highway
Contract 6906

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and structures is under contract to C. R. O'Neil of Creswell. The original project authorization was $1,680,297.75. The present anticipated cost is $1,896,344.08, indicating an overrun of $216,046.33 or 12.9%.

The major reasons for this overrun are overruns in four bid items as follows:

Item	Unit	Original Authorization	Corrected Est. to Date	Increase
General Excavation, Unclassified	cu.yd.	1,370,000	1,470,000	+100,000 c.y.
Embankment Foundation Exc. Unclassified	cu.yd.	193,000	298,000	+115,000 c.y.
Overhaul	C-yd.sta.	171,000	244,000	+ 73,000 c-yd sta.
Extra for Selected Rock Emb. Material	cu.yd.	236,000	398,100	+162,100 c.y.

The general excavation and overhaul bid items account for more than $80,000 of the overrun. When the project was located it was anticipated that considerable solid rock would be encountered in the major excavation areas. The total amount of solid material was considerably less than what had been anticipated and consequently the cut slopes had to be flattened to provide for adequate stability. During construction considerably more embankment foundation excavation was required in order to provide for adequate fill foundations on the easterly end of the project. Unsuitable material was encountered greatly in excess of that which had

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NOV 14 1967
OFFICE OF
STATE HIGHWAY ENGINEER

been anticipated. This overrun naturally caused an increase in the amount of selected rock embankment to backfill these areas. Additional work on these two bid items caused an overrun of more than $130,000.

Because of these rather considerable increases in the planned work, and project time, additional engineering work is required and the anticipated final engineering cost will exceed the authorization by over $30,000.

It is recommended that the project authorization be increased by $216,046.33.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

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NOV 17 1967

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 16, 1967

Salem, Oregon

SUBJECT: Delena-Rainier - Cont. 6906
N. Unit Siletz-Toledo - Cont. 6942

To: Mr. R. D. Asburry
Division Engineer
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

Apparently you are looking to us for a more specific instruction on issuing winter shutdown orders on these two projects. We are still trying to follow the policy that evolved a year ago whereby projects that had reached the originally scheduled completion date by late fall, and on which the uncompleted work was such that it had to await better weather the following year for completion, would be ordered shut down after they were satisfactorily winterized.

We now have six projects in other divisions which meet these requirements and have been ordered shut down for a dormant winter season. There are four additional projects which are shut down for other reasons such as awaiting late delivery of extra sign materials. We would prefer to avoid trying to delete liquidated damages during this dormant winter time by a time extension. There is probably more authority under the specifications to use the stop work procedure in this situation than to grant a formal time extension. Unfavorable weather is ordinarily not accepted as a reason for time extension. To force heavy penalties to accrue during several months of winter dormancy in the absence of an ordered shutdown deteriorates our relationship with the contractor and intensifies his efforts to recover by whatever means he can find. We therefore sanction stop work orders on both of these projects effective when they have been properly winterized. We would emphasize that Section 4-10 of our Standard Specifications remain in effect.

F. D. Morgan
Construction Engineer

By: John A. Bond

John A. Bond

JAB:ss

cc: F. B. Klaboe

NOTED
F. B. KLABOE

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NOV 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-372 (Rev. 10-66)

5-1112
6906

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Delena-Rainier Date October 25, 1967

Highway Columbia River Contract No. 6906

County Columbia Kind of Work Grading & Structures Contractor C. R. O'Neil

	Authorized	Estimated	
Contract Amount	1,426,848.00	1,640,054.72	
Anticipated Items	66,750.00	61,533.29	
Contingency (4½%)	67,211.91	36,468.23	
Engineering	119,487.84	158,287.84	(Based on June 15, 1968 Completion Date)
Credits			
PROJECT COST	1,680,297.75	1,896,344.08	

NET INCREASE $ 216,046.33 OR 12.9%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Item 3 Gen. Exc. Unclass.	911,400.00	+ 62,000.00
(C) Item 4 Emb. Foundation Exc. Unclass.	238,400.00	+ 84,000.00
(C) Item 5 Overhaul	85,400.00	+ 25,550.00
(C) Item 6 Extra for Selected Rock Emb.	119,430.00	+ 48,630.00
(U) EWO #2 Construct R/W Fence	6,800.00	
(U) EWO #4 Construct Toe Trenches	10,000.00	
(U) SFO #5 Stabilize slopes with lime	10,000.00	+ 36,468.23
(U) SFO #6 Purchase signs and barricades	463.44	
(U) Future Contingency Allowance	9,204.79	

APPROVED BY STATE HIGHWAY COMMISSION
DATE 12-12-67

Principal reasons for overruns (Continue on reverse side): The Emb. Fnd. Exc. overran 105,000 c.y. in order to provide for adequate fill foundations. This increased the Select Rock Emb. a like amount. Less solid rock was encountered than anticipated which increased the Gen. Exc. in order to provide stable slopes. Actual construction grading work exceeded location estimate in heavy work area.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ VERNON E. SHULL
Resident Engineer

Noted by _____
For Construction or Bridge Engineer

Confirmed by /s/ GERALD WIMER
Asst. Division Engineer

Noted by _____
Assistant Deputy or State Highway Engineer

RECEIVED
MAR 13 1967

FORM
5-111C
1/11/6

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 7, 1967

To: MEMO TO THE FILE

SUBJECT: File No. 39754 -
Rainier Mfg. Co.
Delena - Rainier Section
Columbia River Highway
Columbia County

On March 6 at 8:00 p.m., the City Council of Rainier met in its Council Room at Rainier City Hall. The meeting was conducted by Mayor Colette and in attendance were Councilmen Keith, Bender, Wellington, Norris, Mitchell, Chompayne (spelling may not be correct), and Attorney Whipple. Representing the Highway Department at the meeting were Ray Asburry, Vern Shull, Don Harwell, and myself.

After several items of routine business had been handled, Ray Asburry presented for the State Highway Department a proposal that the City grant to Rainier Manufacturing Company a permit for a private road to access the easterly end of their mill property. Many questions regarding the physical aspects of this road were asked by the Councilmen. To the best of my knowledge, all questions were answered fully and adequately. Several of the Councilmen, who are directly connected with the disposal plant around which this road would go, were not in favor of granting the permit. They felt that it came too close to their settling tank and would not allow sufficient room for proper maintenance. The City Attorney stated that he had no objection to the form of permit which we presented. The Mayor finally asked for a motion, which one of the Councilmen made. However, for lack of a second, the motion died and no action was taken on the signing of the permit.

NOTED
F.B. KLABOE

Mayor Colette said that further consideration would be given to our request and the results would be given to Vern Shull, our Resident Engineer in the area.

J. J. SMITH
DISTRICT RIGHT OF WAY
SUPERVISOR

JJS:em
cc: David H. Moehring
Ray Asburry
Vern Shull
Don Harwell

F.B. Klaboe

RECEIVED
MAR 8 - 1967
ENGINEER
COUNTY & CITY DIVISION

informed Div 2 & RW

NOTE: 3/8/67 Judge Spawright called & said he would go to bat with us with City next week if the need arose Don Harwell

RECEIVED
FEB 17 1967

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1389

February 15, 1967

Mr. Roger L. Sonneland
605 Maplewood Drive
Longview, Washington

Dear Mr. Sonneland:

Thank you for your offer of five and one-half acres of your property which you proposed could be used as a roadside park or rest area.

We are very sorry to report that our investigation of the area indicates that it is not suitable for a modern rest area development because of its low elevation below the highway and flood condition.

A survey of our existing rest areas shows that they are used all year with, of course, a reduction in use during the winter months.

The intensive use of these areas by the traveling public forces us to install modern conveniences, such as flush toilets, water and chlorination systems, and sewage disposal fields--the latter requiring a dry site not subject to flooding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

NOTED
FEB 1967

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

EAM:de srb

REFERRED TO
BY SECRETARY

4805

FEB 1 67

2605 Maplewood Drive
Longview, Washington
January 30, 1967

State Highway Dept
Salem, Oregon

Dear Sirs,

The Oregon state highway department is condemning 5½ acres of my property for highway right of way.

One of my main reasons for contesting them is because I will be left with another 5½ acre piece that will be practically useless.

After reading the enclosed article in to-days Oregonian I thought what a nice roadside stop this piece would make, it has a creek wandering through and has a very woodsy setting. Part of it is low flat ground and part is a gentle hillside, the creek overflows during heavy rains but the public would not be using roadside parks during this type of weather.

The property is on the new highway from Rainier to Delena, on the south side of the new highway and the west side of the Heath road at their intersection.

I hope that you will give this serious consideration and perhaps the highway department and myself and future travelers might all benefit from it.

Yours truly,

Roger L. Sonneland

RLS/js

Routing
Morgan
Decker
Bond
Barbee
Walker
Clann
Swain
Trout
Scott
Wills
Litchfield

RECEIVED
FEB 1 1967
CONSTRUCTION DIVISION

RECEIVED
FEB 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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FEB 1 1967
OREGON
STATE HIGHWAY COMMISSION

Sta 2145 - 2157 (Heath Rd

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5-1112

6906

January 30, 1967

1348

Mr. Roger L. Sonneland
2605 Maplewood Drive
Longview, Washington

Dear Mr. Sonneland:

The drainage on the new Delena-Rainier Section of the Columbia River Highway where it crosses Heath Road adjacent to your property has been investigated.

We find this area was low lying and poor draining prior to our construction. This investigation indicates that our construction has not interfered with the drainage that existed previously. In fact, it has helped it. It is true that during flood periods the water stands but this is not the fault of our construction but rather of the run-off characteristics of Beaver Creek. When the water starts dropping, our ditches do allow for as good or better drainage than existed previously.

The particular culvert in question drains the area northerly of the highway as fast following these flood periods as the lowering of Beaver Creek will allow. We, therefore, can see no advantage in the installation of additional culverts.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

GW:am srb

F. B. Klobec

FORM E-30X—50M—7-66 SP*23657-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 25, 1967

SUBJECT: Assignment FBK-1348
VDW-4700
513-M

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

The drainage in the vicinity of Heath Road on the Delena-Rainier Section of the Columbia River Highway that Roger L. Sonneland wrote about January 11 is as described in the attached January 23 report, sketch map, cross-sections and photographs from Vernon E. Shull.

Essentially our new facility passes through a low lying, poor draining area. Our construction has improved the drainage in the area; however, during times of flooding the water backs up as deeply as ever. It just has a better opportunity to run off. Our construction in the area is not completed. Remaining is the channel change in Beaver Creek, completion of the fill and surfacing. The channel change will make little difference.

Shull recommends that no additional cross culverts, which Sonneland is apparently after, be installed. I would concur with him that an additional culvert is unnecessary but would have no objection, as it would be easy to install another culvert if someone wanted to override this recommendation.

A rough draft reply is attached.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am

Routing
Morgan
Decker
Bond
Barbee
Walker

RECEIVED
JAN 26 1967
CONSTRUCTION

FORM S-90X—60M—8-66 SP°25500-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 24 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Rainier, Oregon
Jan. 23, 1967

To: Mr. R. D. Asburry
Division Engineer
Salem, Oregon

SUBJECT: Roger L. Sonneland Property
Flooding
Delena-Rainier Section
Columbia River Highway
Contract No. 6906

Reference Mr. Sonneland's letter of January 11, 1967 to the State Highway Commission.

I am submitting sketch's showing part of the Sonneland property, part of Heath Road, part of the property East of Heath Road, part of the new Highway, drainage in the disputed area, elevations of adjacent ground, elevations of ditch's & culverts and typical Cross-sections.

Our alignment from Sta. 2148 to 2170 goes through a low, swampy area which is subject to flooding quite frequently during the seasonable wet weather this locality. Mr. Sonneland's property extends from 2144+50 to Heath Road.

Beaver Creek lies southerly of our alignment in this area and at station 2153 is close enough to necessitate a small channel change. This creek has been out of its banks three times this season to my knowledge, with all of the adjacent lowland under considerable water.

Mr. Sonneland's lowland property, adjacent to our R/W line, is elevation 475.5, our culvert at sta. 2153 is elevation 473.4, our culverts under Heath Road are at elevations 474.6 & 474.6, Heath Road is elevation 477.3. I have seen Heath Road uner several inches of water on three occasions this season.

During the condemnation trials of both Mr. Sonneland's property and the easterly property, evidence was submitted to the Court of periodec flooding of the lowlands adjacent to Beaver Creek.

I installed an 18 inch culvert, under the new roadbed, at station 2153+15 with the inlet at elevation 473.4 in order to make the 18 inch culvert at Heath Road and the connecting ditch functional. During periods of high water in Beaver Creek this culvert carries no water other than acting as an equalizer. However, and I have checked this frequently, it does serve to drain the adjacent property left of our roadbed as rapidly as the lowering of the Beaver Creek flow will allow.

Previous to the culvert installations Heath Road acted as a low dam to the property Easterly so our construction has materially benefited that property. The Columbia County Roadmaster told me personally that our culverts & ditch's have resulted in more rapid drainage of their Right-of-way than they have ever had in the past.

While it is doubtful if we have benefited Mr. Sonneland's property I am of the opinion that we have not obstructed the flow of water.

None of the work in this area is complete. The channel change is to be done in the #### future so consequently the culvert pipe is not completed. The embankment is not completed high enough ### to materially affect costs if another culvert is to be installed.

I recommend that no additional culverts be installed this area.

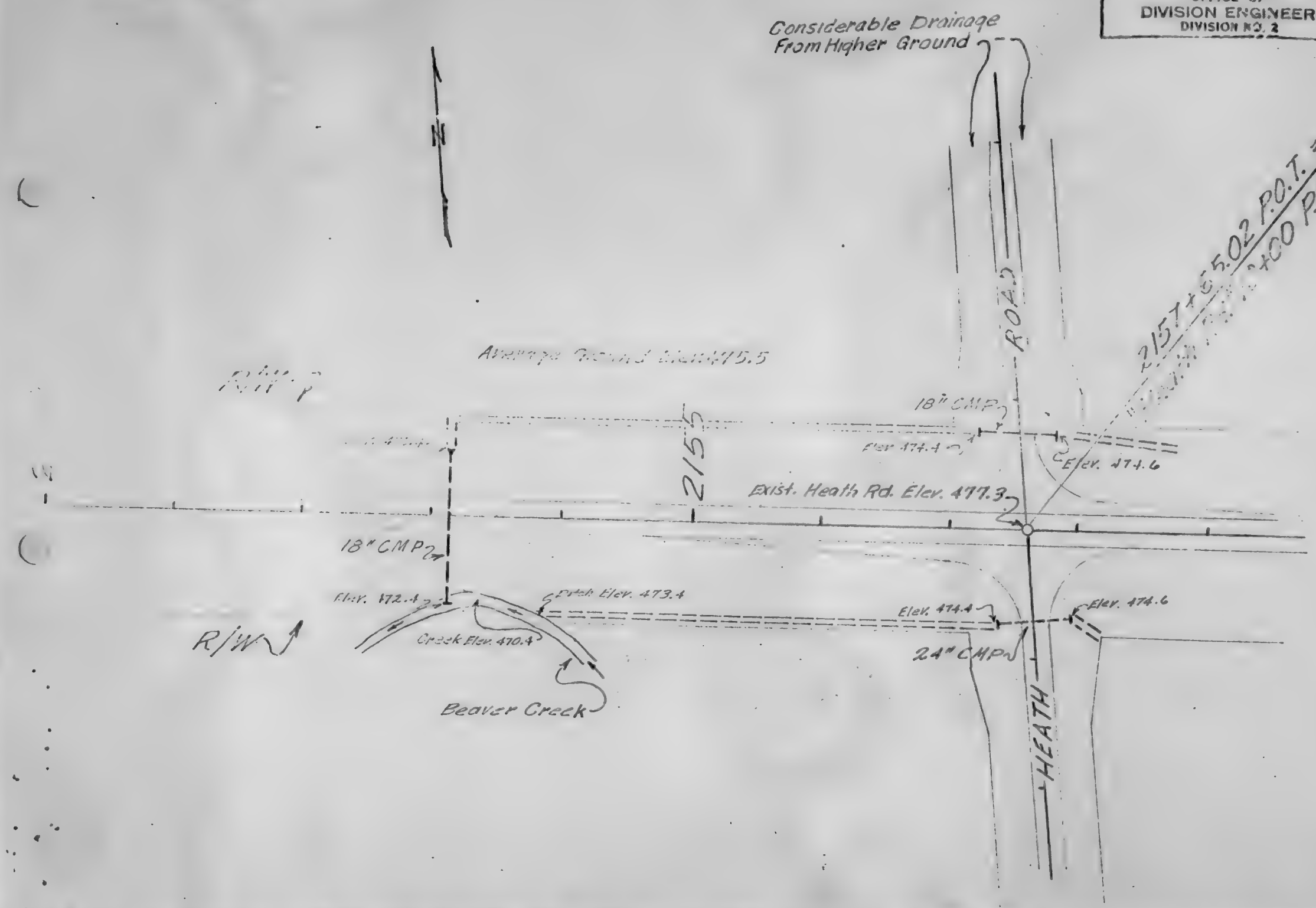
Vernon E. Shull

Vernon E. Shull
Resident Engineer

RECEIVED
JAN 24 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Sonneland Drainage Problem
Delena-Rainier Section
Columbia River Highway
Contract No. 6906
Scale 1" = 100'

RECEIVED
JAN 24 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2



DF[illegible]AGE IN THE VICINITY OF HEATH P[illegible]D
DELENA-RAINIER SECTION
COLUMBIA RIVER HIGHWAY

Looking ahead on line from Station 2151. Site of small channel change. One length of pipe to be installed.

Right side looking back from Station 2158. 24" CMP later was completely submerged.

Left side, looking back from Station 2158. 18" CMP completely submerged.

Sonneland
2151 AH 12-5 66

Beaver cr.
Site of small ch. ch.
One length of pipe to be installed

Sonneland 12-566

2158-BK
At Heath Rd Rt.
Side looking BK.
24" CMP later was
Completely submerged

Sonneland 12-5-66

2158-BK
At Heath Road.
18" CMP Completely
Submerged
Lt. Side looking BK.

4709

JAN 16 67

REFERRED TO
Admin
BY SECRETARY

2605 Maplewood Drive
Longview,Washington
January 11,1967

State of Oregon
State Highway Department
Salem,Oregon

To whom it may concern:

Dear Sirs,

I am writing to inform you of an inadequate culvert in the new Delena-Rainier highway now under construction.

I own 40 acres of land on the west side of the Heath Road,the new highway goes through it from approximately west to east,Beaver Creek is to the south of the highway,this culvert drains the land on the north side of the highway under the highway to the creek.

During the past few heavy rains,the new highway has acted as a dam flooding my land and the Heath Road and the land on the east side of the Heath Road because the culvert cannot begin to handle the drainage.

I imagine that someone from the highway department has already noticed this problem,however I am writing this in case they havnt because this can be easily and inexpensively remeded now while the highway is in the early stage of construction,and while the flooding does not harm my property now,I am hoping to be using the land in the near future.

Yours very truly,
Roger L. Sonneland
Roger L.Sonneland

RLS/js

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JAN 18 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
JAN 17 1967
CONSTRUCTION
DIVISION

RECEIVED
JAN 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 16 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 9 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 7, 1967

Spokane, Portland & Seattle Railway Company
1101 NW Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H.F. Moy

Re: Access for Rainier Manufacturing Co.
R/W File No. 39755
Delena-Rainier Section
Columbia River Highway
Columbia County

Gentlemen:

On January 13, 1967 I met with your Mr. Guy LaSalle and discussed with him the possible construction of an access road for the Rainier Manufacturing Company across your relocated tracks at Railroad Station 2872+73, which was shown on sketches I handed to him at that time.

I also discussed with him the possible chance of constructing an access road which would follow the general alignment as shown on the attached sketch. He indicated to me at that time that the railroad would have no objection to this plan so long as a guardrail was constructed between the road and the tracks with a minimum clearance from centerline of the track to the back of the guardrail post of 15 feet. He also indicated that the railroad would not grant an easement for the road, but would grant only a permit for a private party's use.

On this basis, our right of way people have negotiated a settlement with the Rainier Manufacturing Company on the basis that a road would be constructed as shown on the attached sketch with the understanding that the railroad will grant a permit to the company for this road.

We now submit this to you for formal approval of the construction of this access road as shown. For your further information, a profile of the 6th Street connection and cross section of the service road is enclosed. Your early reply will be appreciated.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T.W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 8 1967
OFFICE OF
STATE HIGHWAY ENGINEER

TWL:sg
Enc.
cc: ~~F.B.~~ Klaboe (w/attachs.)
D.H. Moehring "
J.J. Smith "
R.D. Asburry "
F.W. Sugnet "
Frank Hall "

T.7N.,R.2W.,W.M.

R.R. 2868+96.28 B.M.C.

+15-Adjust Manhole Lt.

12"

R.R. 2870+56.28 B.C.

Parking Lot

R.R. 2870+80.99 E.C.

Remove 8" Sewer Pipe &

10" Steel & 12" Sewer Pipe (By Others)

End Curb

R.R. 2873+20.99 E.M.C.

R.R. 2877+05

R.R.
3°00' C.L.
Δ 22°42'27"
Ts 503.77'
2-240' Sp.
S 3°36'00"
a 1.25

Additional R/W 10'

Disposal Plant

ol Line

2870

S. 50°32'17" E.

2360

32'

3'

12"

8" Sew.

℄ Tan.

15"

6" Water

Type 'C' Curb

45'

35'

Easem

2365

℄ Abandon

6"

irb

15"

15"

Remove Conc. Wall & Stairway

8" Sew.

Tan.

Rem. Manholes +00

85'

18"

12"

Rev. 20° C.

S. 46°09

360+50 to Sta. 2364+50
15" Sewer Pipe - 400'
95 C.Y.

2360+73.79 P.C.S.

S.T.W.

2" Galv.

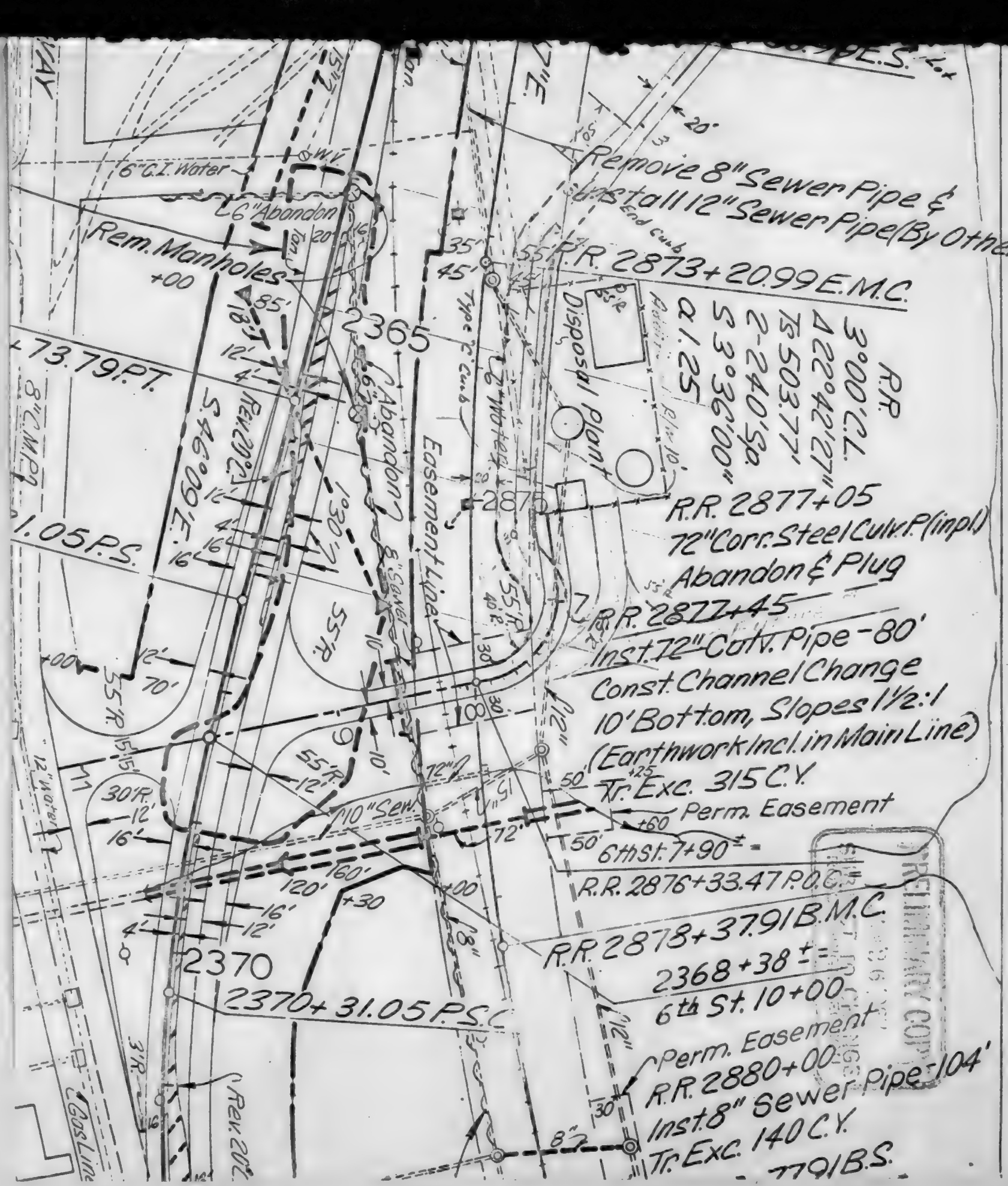
12"

HIGHWAY

RIVER

+73.79 P.T.

8" C.M.P.


Remove 8" Sewer Pipe &
Install 12" Sewer Pipe (By Others)
R.R. 2873+20.99 E.M.C.
R.R. 3°00'11"
Δ 22°42'27"
Tangent 503.77'
2-240'Sp.
S 3°36'00" E
Q 1.25
R.R. 2877+05
72" Corr. Steel Culv. P (Impl.)
Abandon & Plug
R.R. 2877+45
Inst. 72" Culv. Pipe - 80'
Const. Channel Change
10' Bottom, Slopes 1½:1
(Earthwork Incl. in Main Line)
Tr. Exc. 315 C.Y.
Perm. Easement
6th St. 7+90 ±
R.R. 2876+33.47 P.O.C.
R.R. 2878+37.91 B.M.C.
2368+38 ±
6th St. 10+00
Perm. Easement
R.R. 2880+00
Inst. 8" Sewer Pipe - 104'
Tr. Exc. 140 C.Y.
1701 B.S.
6" C.I. Water
6" Abandon
Rem. Manholes
+00
+73.79 P.T.
1.05 P.S.
8" C.I. Water
Rem. 20'
S 49°09' E.
2365
Abandon 8" Sewer & Manhole
Easement Line
Type 2 Cmb.
Disposal Plant
2370
2370+31.05 P.S.
End Curb
Rem. 20'
Gas Line

AD.120

20

10

0

2310

6 7 8 9

30

20

10

Meet Exist. Parking Lot

Meet Exist. Parking Lot Meet Extg. Grade

+1.00 1.06 100'V.C. +3.31

Subgrade

+1.06

Finish Grade Q

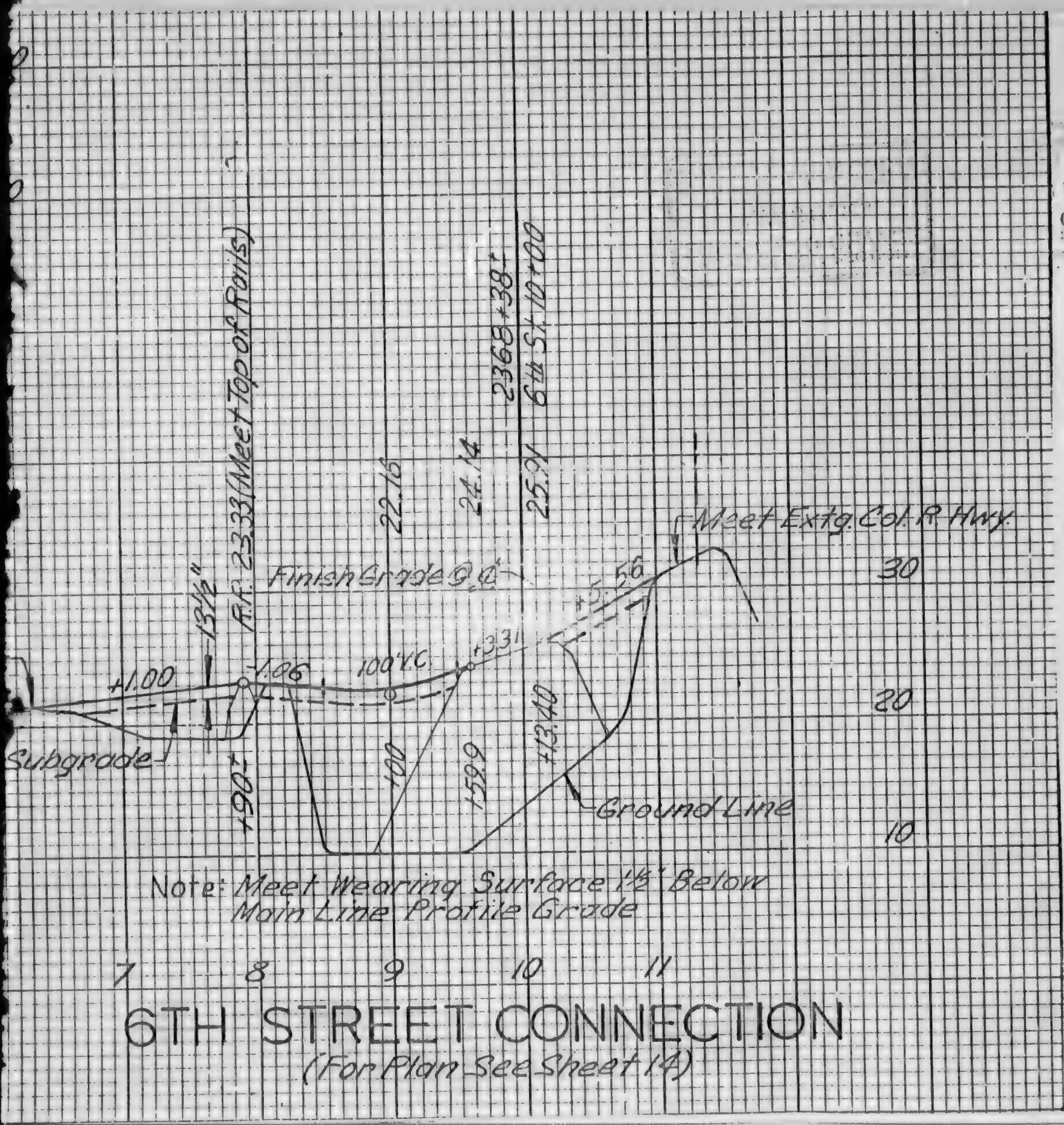
Top of Pavement

Note: Meet Wearing Surf
Main Line Profile

2 3 4 5 6 7 8 9 10

6TH STREET C
(For Plan See

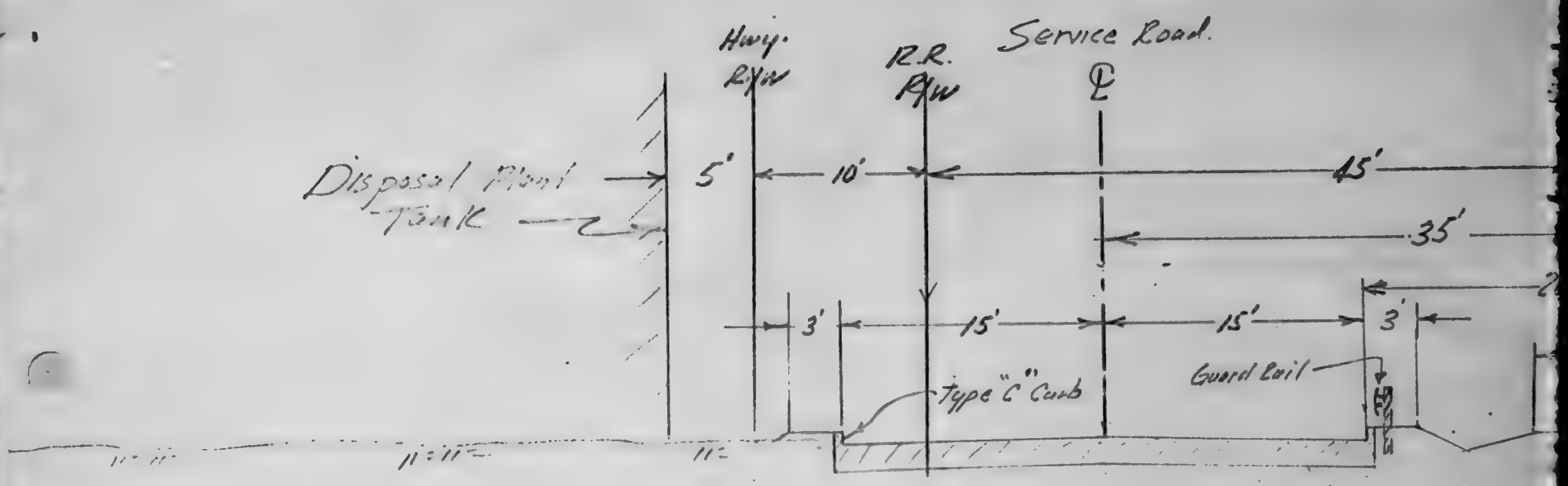
Ø Ornamental Wall



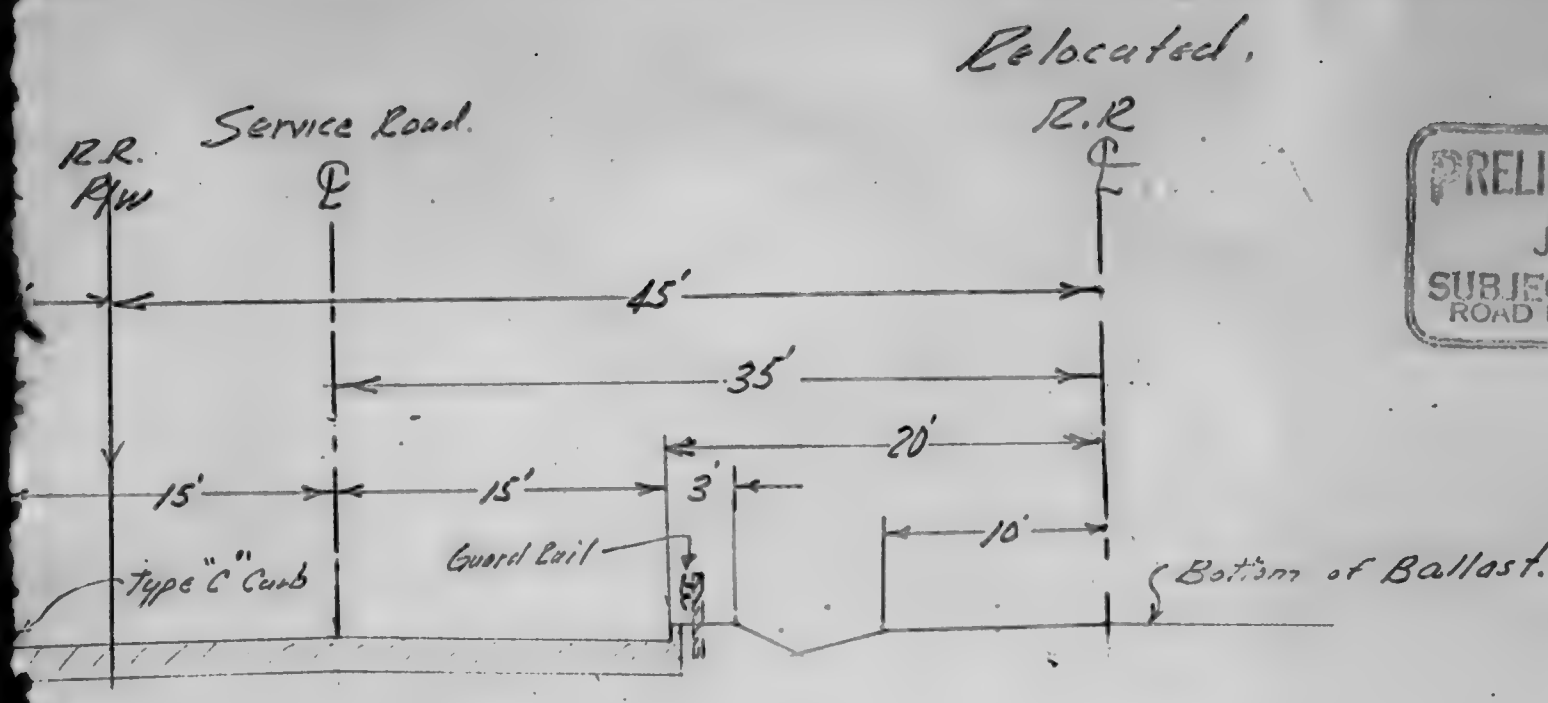
6TH STREET CONNECTION

(For Plan See Sheet 1A)

COPY
CHANGE SECTION



Service Road Typical Se



PRELIMINARY COPY
JAN 26 '96
SUBJECT TO CHANGE
ROAD DESIGN SECTION

Service Road Typical Section

5-1475

FORM E-123X 20M 4-62

RECEIVED
DEC 2 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID E. SIMPSON, MEMBER
PORTLAND

5-1112

6901

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1966

Mr. Walter Goodat
Goodat Crane Service
1735 S. E. Union Avenue
Portland, Oregon

Subject: Delena-Rainier Section
Columbia River Highway

Dear Mr. Goodat:

This letter will confirm our telephone conversation of October 24, 1966, regarding the conflict between the relocation of the Lower Columbia River Highway between Delena and Rainier with your crushing operations near the southerly approach to the Longview Bridge over the Columbia River.

The construction of this proposed relocation will necessitate the removal of the existing crushing plant from its present location. The right of way negotiations for the acquiring of the property on which the crushing plant is located have not been completed. Until these negotiations are completed, no definite instructions can be issued by the State Highway Department for the moving, changing or altering of the crushing facilities on this property. Until right of way negotiations are completed or condemnation proceedings are filed, the owner or legal tenant can use the property as he sees fit.

Upon being asked my opinion regarding the moving of the plant, I indicated in my opinion it would appear to be the most advantageous time to move it, from the operator's standpoint, during the coming winter months. This is normally a slack period for this type of work and would cause less disturbance of the operator's schedule than during the busy season, which usually occurs during the drier part of the year. It was stressed in the telephone conversation, and I would like to reiterate, that this in no way constitutes an order or instruction to move. It is only my opinion as to when the move could best be made, causing the least confusion. Definite instructions regarding the moving of this equipment no doubt will be agreed upon during the right of way negotiations.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

RDA:am

bc F. B. Klaboe
F. D. Morgan
D. H. Moehring
F. C. McKinney
J. J. Smith

DEC 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 27 1966

5-1475

FORM E-30X—50M—7-66

SP*23687-734

FILED
5-1112
6-1-1

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1966

REFERRED TO
Cooper
BY ASST. STATE HWY. ENGR.

To: Memo to the Files

SUBJECT: Goodat Quarry Operation
Delena-Rainier Section
Columbia River Highway

October 24, 1966, at the request of Assistant State Highway Engineer F. B. Klaboe, I contacted Mr. Goodat regarding the problems he anticipated encountering in his quarry operation near Rainier due to the relocating of the Columbia River Highway in this area which he mentioned to State Highway Engineer Cooper recently.

The problems were not new but the same as had been previously discussed with him, they being mainly the scheduling of when he would have to move his operations and the amount of material in the quarry that we would be depriving him of.

Just southerly of the crushing plant there is a large quarry face which is not entirely within our taking but by the shooting of it no doubt would spill rock over onto our taking and when the road was constructed would probably extend onto the new road. Mr. Goodat was concerned that he could not shoot this face and use this rock due to our plans. I informed him that he could go ahead and shoot this face and use this material with the assurance that he would have most all, if not all, of next season with which to clear it off the area we were proposing to buy. This seemed to please him. He said he would follow this plan immediately.

I could not give him any definite information as to when his crushing plant would have to be moved. This matter will have to be determined during the right of way negotiations. Tried to talk him into moving it this winter during a slack period. He did not definitely indicate he would but said he would consider this.

He had previously indicated that the owner of the quarry would not permit him to stockpile the material on the remainder of the owner's property northerly of the relocated highway, for which purpose we had planned on putting in an underpass. When asked if he anticipated any problem in using the underpass, even though he could not use the owner's property for stockpiling, to get the material from the quarry area to a

NOTED
FORREST COOPER

RECEIVED
OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

public road on the northerly side of the proposed highway, he said he did not but that he would pursue this matter and contact the owner and if any problem did arise he would notify us at once. The use of this underpass for any operator in the quarry should be a consideration in the right of way negotiations with the owner of the property.

R. D. Asburry
Division Engineer

RDA:am
cc F. B. Klaboe
F. D. Morgan
D. H. Moehring
J. J. Smith

RECEIVED
SEP 1 - 1966
FOR FILING

S-1112

1906

974

August 31, 1966

Mr. Walter Goodat
Goodat Crane Service
1735 S. W. Union Avenue
Portland, Oregon

Dear Mr. Goodat:

In reply to your letter of August 13 regarding a proposed interchange of the off-ramp of the Longview Bridge on the Salem-Rainier Section of the Lower Columbia River Highway, I wish to inform you that we have again reviewed the matter.

We are unable to justify the additional construction cost incurred by such a change, so, therefore, must stay with our present plan.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan

DJB:rw srb

1735 S. E. UNION AVENUE
PORTLAND, OREGON 97214

GOODAT
CRANE SERVICE

AREA CODE 503
232-5113
Shop & Dispatcher
774-8821
Emergency Nite Phones
774-8997 - 774-6107

August 13, 1966

3954

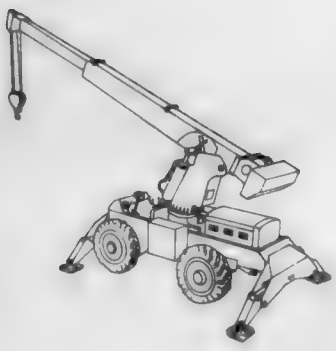
AUG 15 66

- SHOVELS
- CHERRY PICKERS
- DUMP TRUCKS
- DITCHING EQUIPMENT
- GRADERS & ROLLERS
- EXCAVATING EQUIPMENT
- BACKHOES
- CLAM SHOVELS
- BULL DOZERS
- TURN-A-PULLS
- PILE DRIVING
  - DIESEL
  - DROP HAMMER
- DEMOLITION BALLS
- LOADERS
  - TRACK
  - RUBBER TIRE

Forrest Cooper
Oregon State Highway Department
Salem, Oregon

Dear Sir:

My attorney, Mr. George Mead, suggested that I write you a letter asking that you review the plans for the off ramp of the Longview Bridge. The present plans curve to the east and then turn to the west on a complete circle to go east again. It has been suggested to Mr. Ray Asbury, who reviewed this with the property owner, Mr. Prector, to bring this off ramp straight off of the bridge and then circle to the west which in turn puts the traffic to the east. Mr Asbury made a study of this and said it would cost $100,000 to change the plans as suggested. We wish to point out that the damage to the quarry property on account of shooting so close to this circle in the future would be much greater than the $100,000.

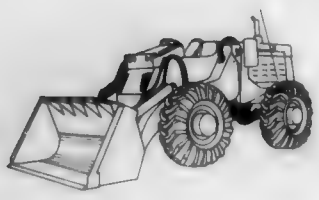


At this date, no work has been done and your letter of tabulation of bids received 8/13/66 states that the award would be made to Charley O'Neil as soon as the property is purchased, therefor we urgently request that you review this in light of saving the state some money and saving the quarry for future use at this end of the property.

Yours truly,

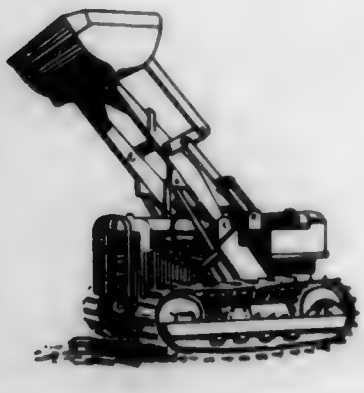
Walter Goodat

Walter Goodat

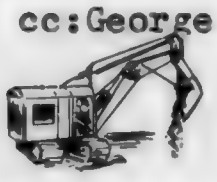


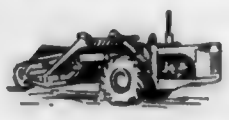
RECEIVED
AUG 1
OFFICE
STATE HIGHWAY

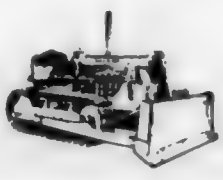
P.S. Enclosed is a drawing of this suggested change.

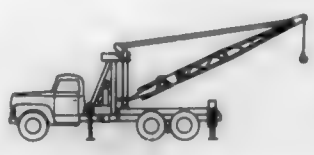


cc:George Mead







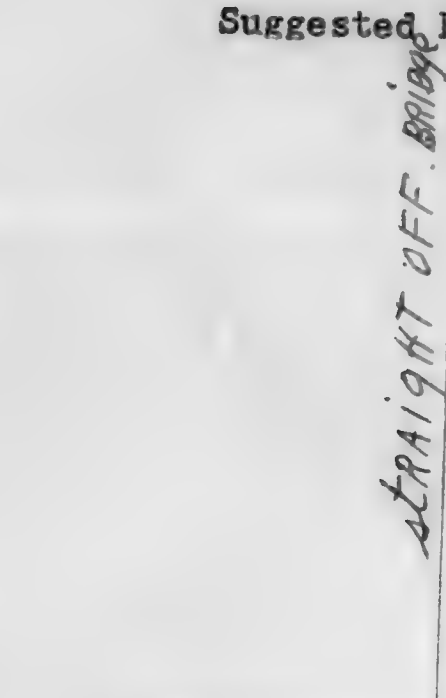


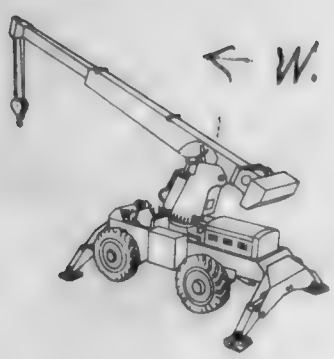
1738 S. E. UNION AVENUE
PORTLAND, OREGON 97214

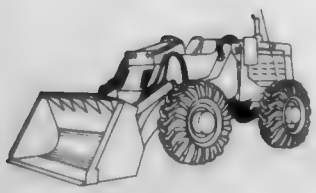
GOODALL
CRANE SERVICE

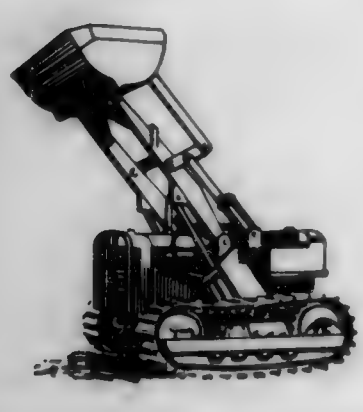
AREA CODE 503
232-5113
Shop & Dispatcher
774-8821
Emergency Nite Phones
774-8997 - 774-6107

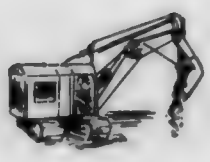
- SHOVELS
- CHERRY PICKERS
- DUMP TRUCKS
- DITCHING EQUIPMENT
- GRADERS & ROLLERS
- EXCAVATING EQUIPMENT
- BACKHOES
- CLAM SHOVELS
- BULL DOZERS
- TURN-A-PULLS
- PILE DRIVING
  - DIESEL
  - DROP HAMMER
- DEMOLITION BALLS
- LOADERS
  - TRACK
  - RUBBER TIRE

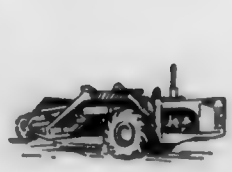


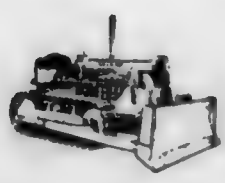


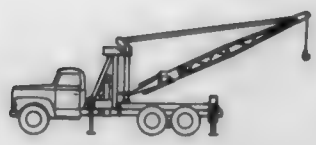


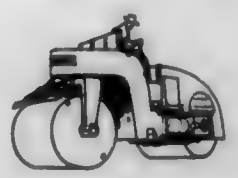












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AUG 26 1966
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COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
KENNETH H. FRIDLEY, Member
Wasco
DAVID B. SIMPSON, Member
Portland
FLOYD QUERY, Secretary
Salem

15-1162

6906

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
August 25, 1966

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

C. R. O'Neil
Route 2, Box 93
Cresswell, Oregon 97426

Dear Mr. O'Neil:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6906 for grading and structure on the Delena-Rainier Section of the Columbia River Highway in Columbia Highway.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc: Great American Insurance Company
Wells-Reed-Wood-West Company
412 Failing Building
Portland, Oregon

RECEIVED
OCT 1 - 1966
FOR FILING

5-1112

6906

August 9, 1966

Mr. C. R. O'Neil
Route 2, Box 95
Creswell, Oregon

Agenda
Bid July 28
Awarded Aug 8
Later

Dear Mr. O'Neil:

The State Highway Commission on August 8 accepted your proposal for grading and structure on the Delena-Rainier Section of the Columbia River Highway in Columbia County for the sum of $1,426,846 and referred it to the State Highway Engineer with authority to award the contract when certain conditions have been fulfilled.

These conditions were satisfied and on the same day the State Highway Engineer awarded you the project, which has been assigned Contract No. 6906.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
cc Pac. Bldr. & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle & Portland
F. D. Morgan
L. H. Young
C. D. Matthis
I. D. Merchant

RECEIVED
JUL 29 1966
...ING
5-1112

July 28, 1966

Mr. Marve Munn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Munn:

Reference is made to a letter to the Governor from Rodney L. Klein in which he states that the State Highway right-of-way negotiator made an offer of $1,300 for certain property needed for the Deluma-Rainier Section of the Lower Columbia River Highway.

Mr. Klein does not advise that when the originally unknown septic tank drain field was discovered, the negotiator immediately ceased negotiations and a new appraisal was ordered. We now have this appraisal and will reopen negotiations in the immediate future.

A suggested reply to Mr. Klein for the Governor's consideration is attached.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring
F. D. Morgan
R. D. Asburry

FBKisrb bg

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

July 28, 1966

Mr. Rodney L. Klein
9108 Southeast Lester
Portland, Oregon 97266

Dear Mr. Klein:

Thank you for your letter of July 12 concerning the proposed location of the Lower Columbia River Highway through Rainier and its effect on property owned by your mother and father, Mr. and Mrs. Raymond Klein.

I am informed by representatives of the Highway Commission that the existence of the septic tank drain field was apparently overlooked in the appraiser's first report. As soon as the right-of-way negotiator was informed that the drain field would be disturbed by the taking, he immediately ceased negotiations and requested a new appraisal. This new appraisal has now been received by the State Highway Department and they expect to reopen negotiations with your father in the very near future.

With the new information it is hoped that the matter can now be resolved to everyone's satisfaction.

.3801

JUL 20 66

9102 Southeast Lore
Portland, Oregon 97266

July 12, 1966

The Honorable Mark Hatfield
Governor of the State of Oregon

The Honorable Wayne Turner
Representative of the State of Oregon

Highway Commissioner of the State of Oregon

Salem, Oregon

Gentlemen:

Something has come up in this state that irks me very much. I am referring to the new Highway No. 30 that is to be built through Rainier, Oregon. My mother and father, Mr. and Mrs. Raymond Klein, have property that will be directly adjacent to the new road. My father and mother both felt this was O. K. and expected nothing more than a fair payment in return for the land of theirs that would be needed for the highway.

Two weeks ago a gentleman representing the Highway Commission came out and made an offer of $1500 which is entirely ridiculous for many reasons that I shall list as follows:

1. The land needed is land where my parents' septic tank is presently located. They will have to move the septic tank and that means that their septic tank will have to be uphill and will require a pump.

2. The back corner of their house will be only three feet from the road right-of-way. Can you imagine what the value of a place would be in such a location?

3. Another added note is that a new County road will be built in front of their house and will make the neighborhood still busier.

4. They have been trying to sell their house for $6900, but no one will even consider buying the house situated so close to the proposed road. This is pretty low, considering that the house is about an $8000 or $9000 place.

Put yourself in their position. Would you sit back and take this? Is the Government for the people or against the people? I would like to see you reconsider the request you have given, for my parents' sake. My father has had one nervous breakdown and this road situation has made him extremely nervous. Any help you can give them would be appreciated.

Sincerely yours,

Rodney L. Klein

Rodney L. Klein

RLK:bt

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JUL 28 1966
FOR FILING
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E 116

July 28, 1966

Mr. Rodney L. Klein
9102 Southeast Lester
Portland, Oregon 97266

Dear Mr. Klein:

Reference is made to your July 12 letter addressed jointly to Governor Hatfield, Representative Wayne Turner, and the Highway Commission concerning your parent's property at Rainier.

I am advised that our Right of Way Division has done some additional appraisal work and will be contacting your mother and father in the near future. I am hopeful that with this new information a solution can be found that will be satisfactory to all concerned.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Hinbee
Victor D. Wolfe
D. M. Mechring
R. D. Ashcroft

RLP:ms bg

FORM E-30 SOM 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1966

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: File No. 39752-Klein
Delena-Rainier Section
Columbia River Highway
Columbia County

B U I L D I N G

Under the date of July 12, 1966, Mr. Rodney L. Klein transmitted a letter to Governor Hatfield, Representative Turner, and the Highway Commissioner of the State of Oregon. Mr. Klein's letter indicated that we were attempting to acquire a portion of his parents' property on the Delena-Rainier Section of the Columbia River Highway in Columbia County.

In checking our files, I find that we are in the process of negotiations on a 6,750 square-foot parcel from Raymond Otto and Virginia May Klein. When our negotiator called on Mr. Klein, he was told that a septic tank drain fill would be disturbed by our taking. Since this matter was not discussed by an appraiser in his report, the negotiating agent immediately ceased negotiations and reported the matter to his supervisor.

On July 7, an appraisal was ordered from a specialist in septic tank installations to determine what was needed to restore the function of the plumbing system. We have now received this appraisal and will reopen negotiations with Mr. Klein with the hope that we will be able to reach a settlement.

G. E. ROHDE
Chief Counsel

D. H. Moehring
Right of Way Engineer

NOTED
R. L. PORTER

DHM:JP
cc: G. E. Rohde

OFFICE OF
STATE HIGHWAY ENGINEER

3765

JUL 15 66

9102 Southeast Lester
Portland, Oregon 97266

July 12, 1966

The Honorable Mark Hatfield
Governor of the State of Oregon

The Honorable Wayne Turner
Representative of the State of Oregon

Highway Commissioner of the State of Oregon

Salem, Oregon

RECEIVED
JUL 15 1966
LEGAL & RIGHT OF WAY

Gentlemen:

Something has come up in this State that irks me very much. I am referring to the new Highway No. 30 that is to be built through Rainier, Oregon. My mother and father, Mr. and Mrs. Raymond Klein, have property that will be directly adjacent to the new road. My father and mother both felt this was O. K. and expected nothing more than a fair payment in return for the land of theirs that would be needed for the highway.

Two weeks ago a gentleman representing the Highway Commission came out and made an offer of $1500 which is entirely ridiculous for many reasons that I shall list as follows:

1. The land needed is land where my parents' septic tank is presently located. They will have to move the septic tank and that means that their septic tank will have to be uphill and will require a pump.

2. The back corner of their house will be only three feet from the road right-of-way. Can you imagine what the value of a place would be in such a location?

3. Another added note is that a new County road will be built in front of their house and will make the neighborhood still busier.

4. They have been trying to sell their house for $6900, but no one will even consider buying the house situated so close to the proposed road. This is pretty low, considering that the house is about an $8000 or $9000 place.

RECEIVED
JUL 1 5 1966
RIGHT OF WAY

Put yourself in their position. Would you sit back and take this? Is the Government for the people or against the people? I would like to see you reconsider the request you have given, for my parents' sake. My father has had one nervous breakdown and this road situation has made him extremely nervous. Any help you can give them would be appreciated.

Sincerely yours,

Rodney L. Klein

Rodney L. Klein

RLK:bt

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JUL 1 P
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 13 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 28 1966
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July 27, 1966

Oregon State Highway Commission

Gentlemen:

An agreement between the Oregon State Highway Commission and the Bonneville Power Administration providing for the reconstruction of two Bonneville Power Administration towers necessitated by the construction of the Dalles-Rainier Section of the Columbia River Highway in Columbia County will be presented for your consideration at the August 25 meeting.

The estimated cost to the State for this work is $5,400. We recommend your approval of this agreement.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
C. H. Maison
R. D. Asburry

FGP:bjm bg

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JUL 22 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

6906

July 20, 1966

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Trust Agreement
Delena-Rainier Section
Columbia River Highway - Columbia County
R/W File No. 40083
YOUR FILE: Tracts Nos. LR-16; LW-381 & 382

Gentlemen:

In reply to your letter of July 14, 1966 we must advise you that we were unable to have the Highway Commission act upon your Trust Agreement at their July 14 meeting; however, it will be presented for action at their meeting of August 25, 1966.

The proper number of copies, together with a State warrant in the amount of $5,400.00, will be returned to you as soon thereafter as possible.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
E. F. Saling

NOTED
F. B. KLABOE

RECEIVED
JUN 27 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1966

To: Mr. L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FA Projects
July 28 Bid Opening

1 Copy
Const. R/W. Gen

OFFICE ENGINEERING

On the following FA primary projects we have outstanding files as listed with the projects. We expect these projects to be clear by date of bid opening.

Relocation advisory assistance is being furnished on all files where necessary.

Sweet Home-Foster Section, Santiam Highway,
Linn County: Grade and Pave

38533 - Kenney
38534 - Warden
38535 - Speer
38540 - Kryiss
38543 - Strom
38546 - Whitney
38548 - Weddle
38550 - Long
38560 - Burrell
38563 - Grovom
38567 - Ellingsworth
38575 - Sheridan
38578 - Hermans
38579 - Cleveland
38580 - Lewis
38583 - Carter
38584 - Misner
38585 - Terry
38586 - Carter

38587 - Wills
38589 - Church of Christ
38591 - Walker
38601 - Director of V.A.
38605 - Henthorne
38606 - Norquist
38607 - Waddle
38608 - Strouts
38617 - Atkins
38621 - Gooch
38623 - Danielson
38624 - Nothiger
38625 - King
38630 - Christie
38633 - Hall
38639 - Jennings
38647 - Wodtli
38649 - Banta
38652 - Marchbanks
39415 - Mays

Delena-Rainier Section, Columbia River Highway, Columbia County: Grading*

37884 - Calvert
38218 - Lowe
38225 - Johnston
39729 - Harding
39730 - VanHooser
39731 - Wilson
39732 - Stennick
39733 - Burnham
39734 - State of Washington

[*We are concerned only with the files necessary for the proposed grading project.]

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP
cc: F. B. Klaboe
G. E. Rohde
C. H. Maison
M. R. Mitchell

RECEIVED
JUN 22 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 22, 1966

To: Memo to the File

SUBJECT: Delena–Rainier Section
Lower Columbia River Highway

On May 18 Mr. Cooper instructed me to meet with the Rainier people and make a brief analysis of their plan to reclaim property by filling in the Columbia River. As instructed, Mr. Morgan, Mr. Asburry and Mr. Smith of the Highway Department met with Mr. Bellamy and Mr. Mitchell of the Rainier Manufacturing Company on May 23.

They were advised by Mr. Bellamy that the Rainier Manufacturing Company desired to reclaim approximately 7½ acres requiring 110,000 cubic yards of rock fill and 200,000 cubic yards of sand fill. We made an extremely preliminary check of these quantities and believe that they are about 20 percent low. However, without doing more work, we could not be sure of either our figures or their figures.

On June 13, I contacted Mr. Bellamy by telephone and advised him that it was our opinion that the reclaiming of land as proposed is not practical due to the excessive cost. Mr. Bellamy asked whether I had any other suggestions or any ideas of how the cost could be lowered. I advised him negatively.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
R. D. Asburry

F. B. Klatte

FORM E-20X—50M—2-66 SP*23500-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 2, 1966

SUBJECT: Estimate for Extending Rainier Manufacturing Property into River
Delena-Rainier Section
Columbia River Highway

To:
Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

We have had the quantities checked on the plan recently presented to us by the Rainier Manufacturing Company of extending a fill into the river, thereby recovering some property in lieu of property we are taking from them in the area by moving the railroad onto their property on the subject project. We could not check their figures exactly but due to the nature of the data we had to work with, we feel that we are close enough to use them for an estimate. The following is a comparison of their figures with ours together with an estimate of cost for this work by using our figures:

	Rainier Mfg. Estimate	Highway Department Estimate		
	Quantity	Quantity	Price	Amount
Quarry Run Rock in Dike	110,000 Cu. Yds.	125,000 Cu. Yds.	$1.50	$187,500
Sand Fill - From U. S. Corps of Engineers Dredge	210,000 Cu. Yds.	250,000 Cu. Yds.	.10	25,000
		Total		$212,500

This is estimate for information only not to be used in anyway to involve State.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:sm
cc J. J. Smith

RECEIVED
JUN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 26, 1966

SUBJECT: Contact with Rainier Manufacturing Company Officials

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

As requested, contact was made with officials of the Rainier Manufacturing Company, Rainier, Oregon. Attending a meeting held at 1 P.M. May 23, 1966 in the office of Rainier Manufacturing Compa ny were:

Mr. Bellamy	Rainier Manufacturing Company
Mr. Mitchell	Rainier Manufacturing Company
F. D. Morgan	Construction Engineer, O.S.H.D.
R. D. Asburry	Division Engineer, O.S.H.D.
J. J. Smith	Right of Way Supervisor, O.S.H.D.

Main part of discussion centered around the Rainier Manufacturing Company problems in staying in production with a dwindling source of Douglas Fir. Their plans would be to convert production to part time operation on Hemlock and White Fir. These types of timber cannot be stored in log ponds because they get water-logged and sink. Rainier Manufacturing Company would like to salvage from river-bank areas an equivalent area equal to the proposed taking for highway and railroad right of way purposes. This area would be used to cold-deck Hemlock and White Fir logs until several million board feet had been accumulated and then convert their plant to production of this type of lumber.

Right of way taking involved 0.9 acre from Rainier Manufacturing Company and 4.7 acres from Van Vleet Lumber Company lying between the existing railroad and the Columbia River Highway. Mr. Mitchell had rough plans of filling a minimum area with Corps of Engineers' dredge sand. This would cost from $7,000 to $10,000 and provide about 7.5 acres of restored land.

Attached hereto is a sketch map showing a proposed dike line which would provide an additional 3.5 acres of storage area. This would involve an estimated 110,000 cubic yards of rock fill and 200,000 cubic yards of sand fill from channel dredging.

Division will check out quantity estimate. Mr. Smith of Metropolitan Right of Way Office will investigate areas required for cold-deck storage, he will check on production rates, effect of diminishing supply, possibility of other storage areas and general effect of our right of way taking on their operations.

Our meeting was very beneficial as it was the first contact of our Right of Way Department with officials of Rainier Manufacturing Company. We agreed to check into various phases of their operations. We advised them that the State could not enter into an agreement to replace or reclaim property taken for highway purposes.

F. D. Morgan
Construction Engineer

FDM:fp
Attachment
cc R. D. Asburry
J. J. Smith

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MAY 27 19[illegible]
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STATE HIGHWAY [illegible]

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1966

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Let Morgan and please
give me L & D work

I write this as a memo of my conversation with you re the Rainier Manufacturing Company matter.

Please have someone contact the Rainier people and make an inspection. I would appreciate a short report on the feasibility of the waterfront filling.

Forrest Cooper
State Highway Engineer

FC:fn

cc F. B. Klaboe
Victor D. Wolfe

5/27

RJ/mp

6/13/66

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JUL 26 1966
FOR FILING

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A & R 448

June 8, 1966

MISC. CONTRACTS and AGREEMENTS No.

Columbia County Court
Courthouse
St. Helens, Oregon

Agenda Item
4g
6-2-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Throughway Agreement pertaining to Delena-Rainier section of the Columbia River Highway.

A conformed copy of the agreement has been sent to the City of Rainier for their records.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

nb
Enclosure

cc: City of Rainier
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAY 19 1966
FOR FILING
Circuit
Rlst
Circ R Thy (K)

May 18, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 2 Commission meeting will be a supplemental throughway agreement with Columbia County pertaining to the Deleno-Rainier Section of the Columbia River Highway (#130) in Columbia County.

This agreement provides for construction of the interchange and connections to Second (2nd) Street with the throughway.

A prior agreement on this project was acted on at the March 8 meeting and an agreement with the City of Rainier at the April 21 meeting.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structure, interchange, and its connections within the access control area of the throughway.

The project is proposed to be advertised for bids in September and is estimated to cost approximately $3,700,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
H. S. Cox
L. H. Young
F. D. Morgan
R. D. Asburry
Victor D. Wolfe

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Salem, Oregon
May 18, 1966

R. L. Porter
Deputy State Highway Engineer
O F F I C E

I write this as a memo of my conversation with you re the Rainier Manufacturing Company matter.

Please have someone contact the Rainier people and make an inspection. I would appreciate a short report on the feasibility of waterfront filling.

Forrest Cooper
State Highway Engineer

FC:fm

cc F. B. Kiaboe
Victor D. Wolfe

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APR 22 1966
FOR FILE
Cons
AH
Col R Hay (CD)

MARK O. HATFIELD
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

April 18, 1966

Mr. Don V. Bellamy
Vice President
Rainier Manufacturing Company
Rainier, Oregon 97048

Dear Mr. Bellamy:

Over a period of time we have held several discussions and received several reports concerning the location of the highway in the area of Rainier. These, of course, were a direct result of the protest that you made to this office concerning the determination by the Highway Commission. I am enclosing a copy of a report which I have received from the State Geologist, Mr. Hollis M. Dole. In reviewing the report, you will note that Mr. Dole concurs with the conclusion of the Highway Commission that cutting into the hill could conceivably result in very serious conditions. In light of this professional report, I do not believe that I should further intercede in the determination of the Highway Commission.

If you will contact the Highway Commission I think you will find them most cooperative in their desire to work with you in developing alternate solutions to the needs of your organization.

Although I have not been able to comply with your request, I do appreciate the opportunity of discussing the matter with you and conducting these investigations.

Sincerely,

Copy to F.

NOTED
R. L. PORTER
NOTED
F. B. MABOE

Governor

MOH:nc

cc: Mr. Hillman Lueddemann
Mr. Hollis Dole
Mr. Forrest Cooper
Senator Robert L. Elfstrom

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APR 21 1966
STATE HIGHWAY ENGINEER
RECEIVED
APR 21 1966
OREGON
STATE HIGHWAY COMMISSION

REFERRED TO
Mayon - Mocking - Asbury
BY ASST. STATE HWY. ENGR.
4-22-66

GOVERNING BOARD
FRANK C. McCOLLOCH, CHAIRMAN, PORTLAND
HAROLD SANTA, BAKER
FAYETTE I. BRISTOL, ROGUE RIVER

FIELD OFFICES:
2033 FIRST STREET
BAKER
239 SOUTHEAST "H" STREET
GRANTS PASS

STATE OF OREGON
DEPARTMENT OF GEOLOGY AND MINERAL INDUSTRIES
1069 STATE OFFICE BUILDING
PORTLAND, OREGON 97201

March 30, 1966

The Honorable Mark O. Hatfield
Governor of Oregon
Salem, Oregon

Dear Governor Hatfield:

As you requested, I have prepared a report summarizing my statements as discussed with you, Mr. Cooper, Mr. Lueddemann, and Mr. Nunn in your office Monday afternoon, March 28.

Enclosed with the report is a 7½' topographic map of the Rainier quadrangle showing the general geology of the area. Also enclosed is a portion of the Rainier quadrangle indicating the active slide area in downtown Rainier and the alternate routes proposed for the new highway - these routes being the proposed route of the State Highway Commission and two routes proposed by the City of Rainier.

Mr. Lueddemann has sent to me the reports submitted to Rainier Manufacturing Company by Dames and Moore and by CH_2M. Although both of these reports indicate that cuts through the lower portion of Hill 400 would be feasible (and I cannot argue with their indication of feasibility), it is my opinion that the instability of the land in this area is such that the State of Oregon would be running great risk if it did anything that could be construed as precipitating a landslide of considerable magnitude. My concern about landsliding is because of knowledge of the terrain in this area and I feel that given the right triggering - i.e., an earthquake, a deep cut, or housing development requiring excavations - it could very well disturb the temporary equilibrium that now exists.

It would seem to me that the State of Oregon can continue to show its interest and good faith to the City of Rainier as well as the Rainier Manufacturing Company by answering the problem of land acquisition in other ways - namely, purchase land in exchange for land condemned, or smooth out filled land if the Port Commission could get the U.S. Engineers to dump spoil from the dredging of the Columbia River onto land owned by the Rainier Manufacturing Company. Perhaps also the State Highway Commission could aid in reclamation of land owned by Rainier Manufacturing by dumping any spoil that might accrue in the highway building within this area onto swampy land owned by Rainier Manufacturing.

I hope this report will prove helpful to you and if there are further questions I would be pleased to have you contact me.

Sincerely yours,

Hollis M. Dole
State Geologist

HMD:jr
Encl.

NOTED
FORREST COOPER

RECEIVED
APR 11 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER
MAR 31 1966

HIGHWAY LOCATION IN THE RAINIER, OREGON, AREA

A GEOLOGIC APPRAISAL

General setting

Topographically northwestern Oregon is too high. This is the result of general uplift in western Oregon during Pleistocene and Recent times and it could very well be that this uplift is still going on. The net result of uplift is that the tributary streams to the Columbia River have been unable to reach the base level of erosion, with the consequence that the hills of western Oregon are oversteepened. As the processes of erosion are to reduce the land to base level - i.e., the level at which physical erosion no longer takes place - stream erosion is being aided by mass wastage (landsliding) on a grand scale throughout all of western Oregon, especially along the Columbia River and along the coastline.

Mass wastage is of particular significance in northwestern Oregon as the rocks comprising the land are not competent - that is, they tend to slough or slide easily - or, to state it differently, they have little strength. The high rainfall of this region also contributes to the problem as water adds weight and reduces the friction between mineral grains. Water also alters minerals of the rocks to produce minerals of larger size (expands the mineral structure) and minerals that have lesser friction, one to the other, than the original minerals had.

The gross geologic structure of the Rainier area shows what appears to be a very large landslide block involving several square miles (see double line on Rainier quadrangle). Apparently a large block of the overlying Columbia River basalts is sliding northeastward on the underlying less competent Goble volcanics. Faults are present in the region that have northeast

trends and apparently a fault plane passes under the area which is under consideration for relocation of the highway. Certainly the main part of Rainier is an active landslide area and topographically it appears that Hill 400 to the southwest of the highway relocation program could also be part of a landslide.

Specific setting

Hill 400 is a series of interbedded volcanics, pyroclastic material, and sediments. The permeability of this hill is such that alteration is progressing and has progressed to a relatively high degree. The lower portion of Hill 400 is a terrace developed on the hillside during fairly recent times as the Columbia River was cutting downward and represents a still stand of the Columbia River.

The routes for the new highway through Rainier as proposed by the City of Rainier would involve cuts through the terrace on the lower part of Hill 400. There is no question but what these cuts could be made and the possibility that the cuts would slough to a degree more than most highway cuts is very good. There is a very definite possibility, when the regional and local conditions of the area are taken into consideration, that any cutting on or in Hill 400 or its lower terrace would trigger a landslide of real large proportions. Whether or not the Highway Department could be held to blame if a large slide resulted, or whether it could be considered an act of God, would have to be determined in the courts.

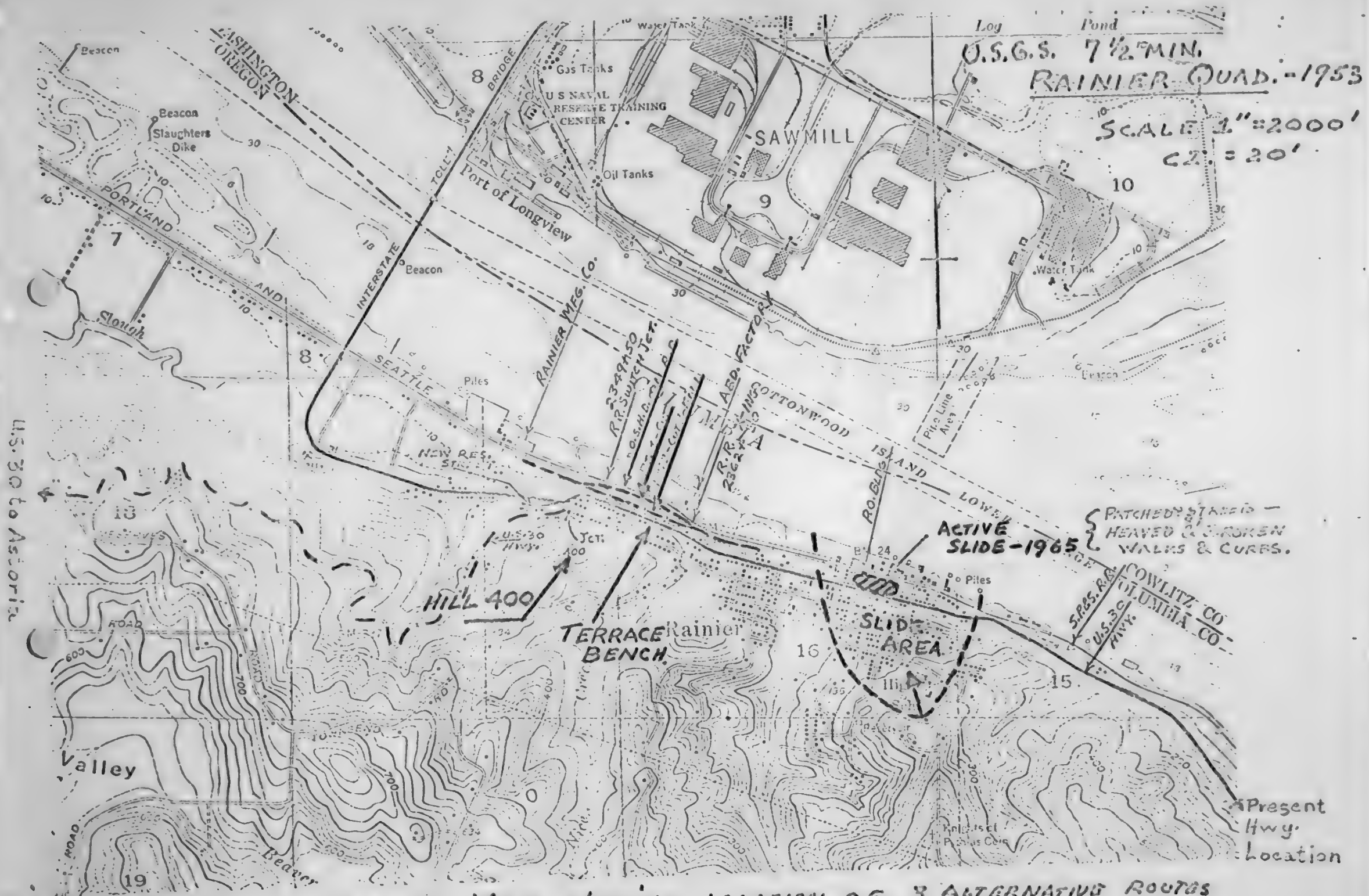
Conclusions

From a geological standpoint it would be my opinion that there would be a distinct risk of a large landslide if the proposed highway would go through the lower terrace of Hill 400. To take this risk, in my opinion, would not

be warranted in light of the property destruction that might result. It would be my recommendation that the Highway Department stay as far away from the toe of Hill 400 as possible for it is the toe of a slide that is one of the two critical points in any slide, the other being the head of the slide, and it could well be that the head of Hill 400 is part of a breakaway zone.

I would also recommend that any work the Highway Department might do in relocation of its right-of-way in downtown Rainier, where an active slide is present, involve adding material at the toe (north end) of the slide.

Hollis M. Dole
State Geologist
March 30, 1966



SKETCH MAP showing LOCATION OF 3 ALTERNATIVE ROUTES FOR RELOCATION OF NEW U.S. 30 HWY.
FEB, 1966.

RECEIVED
MAY 23 1966
FOR FILING

5-11-2
6906

H51

A + R
1 copy

April 28, 1966

Mrs. Grace M. Brough
City Recorder
City of Rainier
Rainier, Oregon

Agenda Items
4u
4-21-66

Dear Mrs. Brough:

We are enclosing for your records a fully executed copy of a Throughway Abandonment Agreement concerning the Delena-Rainier Section of the Columbia River Highway in Columbia County.

A conformed copy of the agreement has been sent to Columbia County Court.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

EB
Enclosure

cc: Columbia County
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
APR 14 1966
FOR FILING

Const
R/W
Col. R (2)

Spec

April 14, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 21 Commission meeting will be a throughway abandonment agreement with the City of Rainier pertaining to the Delena-Rainier Section of the Columbia River Highway (US30) in Columbia County.

The agreement provides for the State to construct and maintain the throughway, its intersections, and connections. The State shall relocate and construct or reconstruct various city streets and, upon completion of the project, will relinquish said streets to the City for maintenance, jurisdiction, and control as well as all the State's right, title, and interest in same.

The agreement has a companion agreement between the State and Columbia County which was presented at the March meeting and received favorable action.

The project is currently scheduled on the July 1966 bid letting and is estimated to cost approximately $3,700,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
I. D. Merchant
F. D. Morgan
L. H. Young
R. D. Asburry
H. S. Cox
C. H. Maison

DNH:eb fn

RECEIVED
APR 13 1966
FOR FILING
5-1112
6706

April 13, 1966

Mr. Norris Dunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Dunn:

Re the Goodat matter at Rainier, we have recently held a meeting with Mr. Cecil Vance, local manager of the Goodat Crushing Company, and advised him on the engineering matters involved with our proposal.

Mr. Vance seems to be well pleased with the latest solution to his problem and indicated that he thought it would go a long way toward simplifying right-of-way negotiations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klabee
Victor D. Wolfe
F. D. Morgan
R. D. Asburry

FBK:srb bg

FORM H-90 50M 8-65 SP°0470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1966

SUBJECT: Underpass
Goodat Crushing Company
Delena-Rainier Section
Lower Columbia River Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
D e p a r t m e n t

April 7 I met with Mr. Cecil Vance of the Goodat Crushing Company at Rainier, showed and explained to him the plan of our latest proposal of constructing a private undercrossing to be used in the operations of their crushing plant in the vicinity of the approach to the Longview Bridge on the Delena-Rainier Section.

Mr. Vance seemed to be very pleased with our proposal and indicated that this should greatly simplify our right of way negotiations with them.

R. D. Asburry
R. D. Asburry
Division Engineer

NOTED
F. B. KLABOE

RDA:am
cc D. J. Barbee

REFERRED TO
Cooper - Potts
BY ASST. STATE HWY. ENGR.

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

copy to F&LA 4-11-66

Salem, Oregon
April 7, 1966

F. B. Klaboe
Assistant State Highway Engineer
O F F I C E

Will you please give me a report on the Goodnt matter at Rainier. This is not intended as a goading but merely to get the matter in writing so that I will not forget to report to the Governor.

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Victor D. Wolf

April 1, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Re the Goodat matter at Rainier, I find that we are in the throes of working out a settlement with this company and suggest that, rather than a report, we wait a few days to see if the matter cannot be resolved.

I will put a bring up on it and advise you.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAR 22 1966
FOR FILING
5-11-3
6906

March 22, 1966

The Honorable John J. Inskeep
State Senator
810 Center Street
Oregon City, Oregon

Dear Senator Inskeep:

Re: Delena-Rainier
Lower Columbia River Highway

Since forwarding you my last letter pertaining to this location survey, there has been a change in the status with respect to the City of Rainier.

They have signed the agreement for our proposal, and we are now proceeding with all haste to acquire right-of-way and consummate an agreement with the S. P. & S. Railroad.

It is expected that we can take contract bids in six to nine months.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ralph Sipprell
F. D. Morgan
H. S. Cox
R. D. Asburry

RECEIVED
MAR 22 1966
FOR FILING

March 15, 1966

The Honorable John J. Inskeep
State Senator
810 Center Street
Oregon City, Oregon

Dear Senator Inskeep:

Re: Delena-Rainier Section
Lower Columbia River Highway

Reference is made to your recent telephone call to Mr. Sipprell requesting background information describing the situation in connection with the proposed relocation of the Lower Columbia River Highway in the city of Rainier.

Basically, the topography in the area involved consists of some low lying, reasonably flat land adjacent to a rather steep hill. The northerly boundary of the lower land is the Columbia River. This low land is at the present time undeveloped except that the S. P. & S. Railroad track lies on the extreme southerly portion tight against the toe of the hill.

During the early stages of the relocation project, we attempted to place the new line through this hill just southerly of the S. P. & S. Railroad tracks. Our plan would have required very steep cut slopes above which some 30 to 35 houses are located. After a complete foundation investigation of the area, it was discovered that the material involved was not as stable as originally expected and that the cut slopes could not be successfully constructed steeper than 1½ horizontal to 1 vertical. Such a slope would require the removal of almost all of the dwellings and would encroach into the existing Lower Columbia River Highway in the event that any sliding action occurred. While we have no way of predicting that such a slide might occur, our experience with the type of soils involved leads us to the conclusion that they are likely.

We, therefore, made an investigation of an alternate line which would require a lateral shift northerly of the S. P. & S. Railroad tracks enough to allow the highway to be placed on the low land at the foot of the hill. This plan would not require cutting into the hill whatsoever.

There has been strong local objection to this latest plan from the Rainier Manufacturing Company who owns the low land involved. They object to this shift of the railroad stating that it would take some of their property and that they will need it for future expansion. The City of Rainier is apparently backing up the company in this matter.

Our estimate of the two plans involved indicates that the alternate or low land plan can be constructed at an overall saving to the State of $210,000. It will also save the 25 houses, 3 stores and one six-unit apartment house.

We feel that from an engineering and an economic standpoint, this low land plan is far superior to the hill plan. We also feel that if the hill plan is chosen, and if slides occur, the savings of the low land plan would far exceed the $210,000 mentioned above and, further, that the State Highway Department would be subject to criticism for poor engineering.

The Rainier Manufacturing Company who objects to the State proposal have sought the services of two consultant firms concerning the possibilities of constructing the hill line. Copies of their reports are enclosed.

There is one other problem on this project that has not been resolved to the complete satisfaction of interested parties. At the south end of the existing Longview Bridge, our line runs through a crusher and stockpile area operated by the Goodat Sand and Gravel Company. The matter of moving their crusher setup does not seem to be objectionable to this company. It has, however, requested the State to shift the line northerly 100 feet in order to provide additional stockpile area for them between the new and old highways. We have thoroughly investigated this request and find that such a shift would require filling on very unstable ground at a minimum cost of $250,000 more than our proposal. The Goodat Sand and Gravel Company is not located within the city limits of Rainier.

The State Highway Department has programmed $3.7 million to construct this project and will proceed as rapidly as possible towards a contract letting as soon as we are able to consummate a

satisfactory agreement with the City of Rainier. We have already executed the necessary agreement with Columbia County.

I am enclosing a map showing the particulars of the two alternates involved.

If we can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enclosures

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ralph B. Sipprell
F. D. Morgan
R. D. Asburry

FORM E-30X—50M—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 8, 1966

To: MEMO TO PORTER:

SUBJECT:

I learned today from Sen. Inskeep that the Highway Interim Committee are definitely having a luncheon and an approximate 1 1/2 hour hearing at the Rainier Rod and Gun Club on Thursday, March 31st. The Rod and Gun Club is located along Highway US30 somewhere between Rainier and Clatskanie.

To prevent members of the committee from getting trapped, Sen. Inskeep suggested that he be furnished with a brief memorandum describing the situation in connection with the proposed relocation about which there has been some controversy.

I informed Sen. Inskeep that it was your intention to have Mr. Klabee present for this hearing, which he indicated was "fine" but reiterated his suggestion for a written briefing so that he could, prior to the meeting, alert the other committee members. I told him that I would pass his suggestion onto you.

local emp. report
map
supplementation

R. B. Sipprell
Liaison Engineer

RBS:ob
cc to: Forrest Cooper
F. B. Klabee
Victor Wolfe

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OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 17 1966
FORM E-30X—20M—1-65 SP°19102-734
FOR FILING

5-1475

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Attention: Mr. George Wills

SUBJECT: Trisdale Property
Delena-Rainier Section
Lower Columbia River Highway

In response to your recent instructions, on March 8 I personally contacted Mrs. Theren Trisdale to explain to her how the proposed location of the subject section would affect her property.

I determined that the proposed project would not touch her property. Her property lies westerly of the approach to the Longview Bridge adjacent to the county road, which parallels and is adjacent to the railroad track. She seemed happy and satisfied with the explanation and said that she would proceed with her plans of improving the property.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am

NOTED
F. D. MORGAN

Routing
Morgan
Decker
Bond
Barbee
Walker
Olson
Swan
Scott
Wills
Litchfield
Olson
Trout

RECEIVED
MAR 15 1966
CONSTRUCTION
DIVISION

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 - 1966
FOR FILING

March 6, 1966

540

Mrs. Theron Trisdale
Route 1, Box 48
Rainier, Oregon

Dear Mrs. Trisdale:

We have received your letter of February 25 in which you inquired as to the effect of our construction of the Delena-Rainier Section of the Columbia River Highway on your property.

Our right-of-way maps are not complete in the area of the Longview Bridge and do not indicate your ownership. We are, therefore, requesting our Division Engineer, Mr. R. D. Asburry, or his representative to communicate with you in the near future and advise you as to how our proposed work might affect your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry (Encl.)

GCW:rw srb

7075

FEB 28 66

Rt. 1 Box 48
Rainier, Ore
Feb. 25, 1966

State Highway Dept.
Salem, Ore.

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
KLABOE
BY DEPUTY STATE HIGHWAY ENGINEER

Gentlemen:

Re: The route of Highway 30 into Rainier.

I realize the department has had nothing but headaches from the citizens of Rainier about the route of the Hiway. I don't want to add to them, but the Hiway may affect my property. I am close enough to be caught in the four-leg part of the approch, if there is going to be one. I am sicond house west of the Longview Bridge and I would certainly appreciate an answer telling me wether my property will be affected or not. If it will not I need to get about some desperately needed repairs on my house. But, I

don't want to go to the expense of the repairs if the Hiway Dept. is going to remove my property.

I would certainly appreciate an answer concerning this as quickly as you can give me one.

Also I'm anxious to know just when the work will begin.

Thank you for your time.

Yours truly

Mrs. Theron Tisdale

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FEB 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 28 1966
OREGON
STATE HIGHWAY COMMISSION

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MAY 26 1966
FOR FILING
5-1112
6106

Commissioners
Jess Nestle, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
Joseph Kinsher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

February ~~23~~, 1966

Routing

Morgan ///
Decker
Bond
Barbee ✓
Walker
Glenn
Swan

Pease E
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of November 3, 1965, which enclosed plan title sheets for two projects as follow:

Delena-Rainier Section, Columbia River Highway, Columbia County.

Pendleton Section, Old Oregon Trail Highway, Umatilla County.

There will be no wildlife problems in connection with the Delena-Rainier Section, and the plans are approved.

Regarding the Pendleton Section, we have the following comments. The Umatilla River has remnant runs of salmon and steelhead, and produces resident trout angling. The Umatilla basin is presently and in the future, undergoing intensive management efforts to improve the runs of anadromous fish. Further habitat removal must be prevented, if any chance of improving fish runs can be expected.

The planned channel change on Tutuilla Creek will not present any problem. The long channel change on the main river, however, will result in a much-shortened stream, creating greater velocities, and lack of transportation water, except during high stages.

We suggest the use of gabion emplacement as indicated on the attached diagram. Gabions have been used on the upper Umatilla River in the vicinity of the U.S.F.S. Umatilla Forks Campground. The gabions would reduce velocities, create pools, and provide low water channels, as well as provide rest and cover areas for fish. If the use of gabions is prohibitive because of cost, a similar effect could be produced by the use of boulders, following the same placement design.

2-24-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R.D. Asburryn (2)
A. F. Parson (2)
fp

REFERRED TO
Morelock
By Construction Engineer

To avoid interference with migrating and spawning adult steelhead, it is requested that work on the channel change be confined to the period of from June 1 to November 1.

Your consideration of the above comments will be appreciated. If further details are needed by your local office, our district biologist, Mr. David Heckeroth of Pendleton (Phone 276-2344), will be happy to discuss any aspect of our recommendations on this project.

Very truly yours,

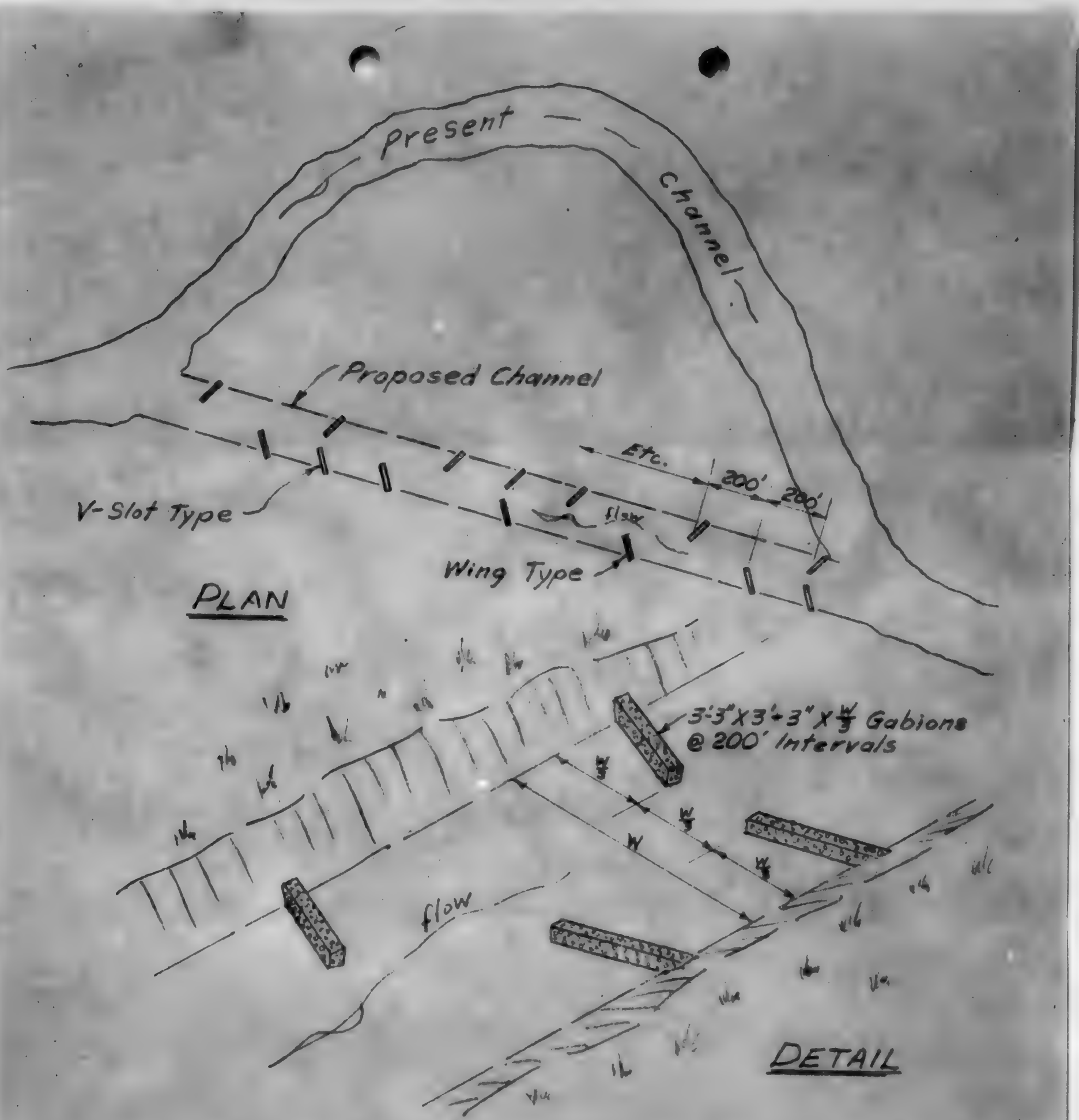
P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

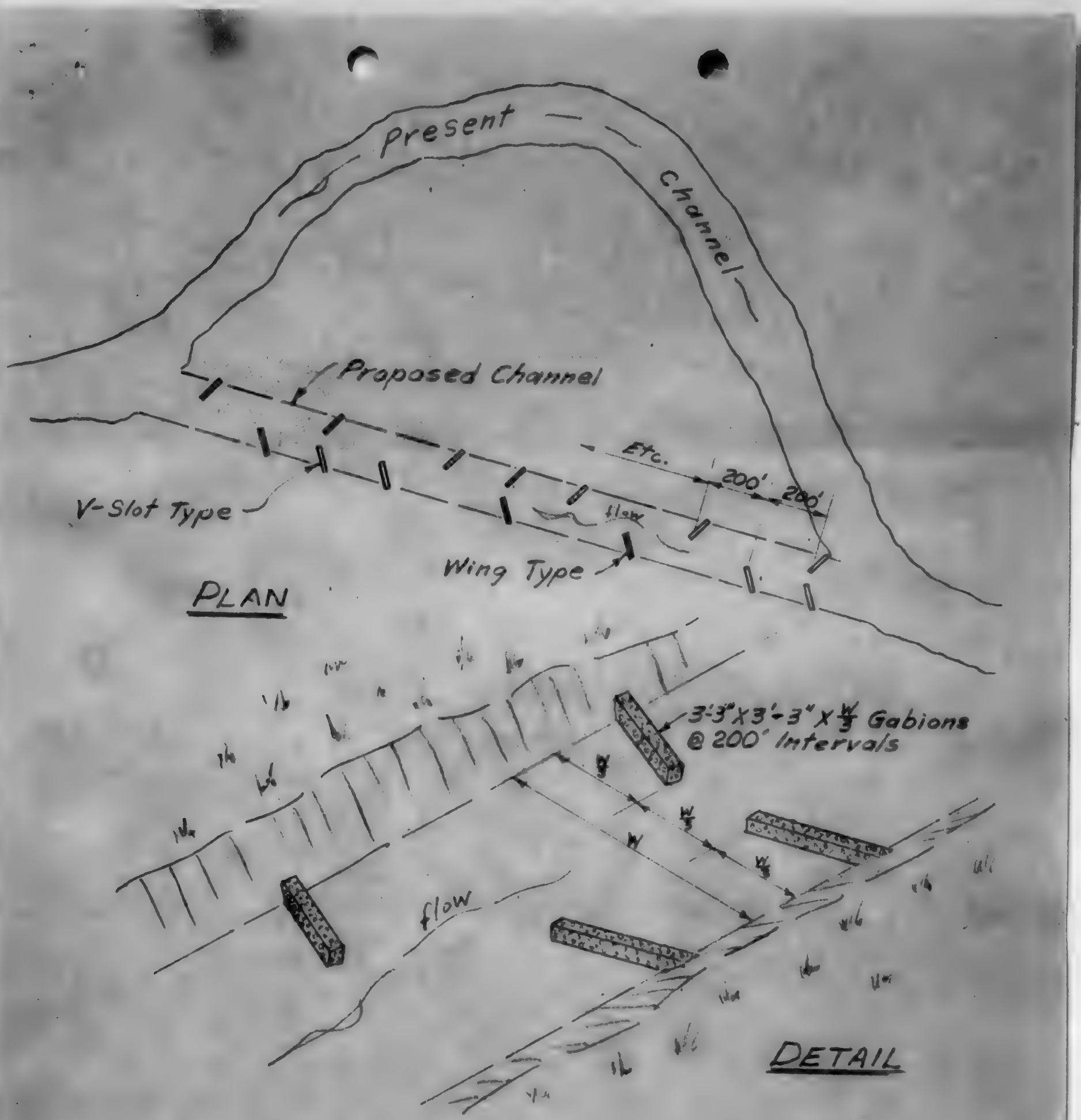
R. O. Koski
Chief of Liberations

ROK:dm
Att.

cc: Director OFC



TYPICAL GABION PLACEMENT



TYPICAL GABION PLACEMENT

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FEB 8 - 1966
FOR FILING
E 111
6701

February 8, 1966

Mr. Ben Mix
144 E. Second Street
St. Helens, Oregon

Dear Mr. Mix:

Thank you for your February 3 letter concerning the problems in connection with the proposed improvement of the Lower Columbia River Highway in Rainier.

Your communication will be brought to the attention of the Highway Commissioners and I know they will be glad to receive your opinion on the matter. The Department will do everything within its power to provide an adequate and safe facility in this area.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Commissioners
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry

RLP:ms bg

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

St. Helens Ore.
Feb 3rd 1966

Mr. Forest Cooper
State Highway Engineer
Dear Sir

I am the matter of Highway 30 going thru. Rainier Ore. I wish to state that other people dont go along with Tom Nolin & Rainier Mfg Co. and there wuz excuse to hold up the new high way

I for one personaly know the Outfit. for what it is.

It is my opinion that they will object to anything with the hopes of some body offering them a conciliation prize.

This has been the way they have taken the tax payers of Rainier and Col. County they have been given all the valuable water front. Also water tank and large lines, they are still after more, lets hope the tide turns.

yours truely
Ben Nix

RECEIVED
JAN 28 1966
FOR FILING

January 28, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 Commission meeting will be a throughway abandonment agreement with Columbia County pertaining to the Salem-Rainier Section of the Columbia River Highway.

This agreement provides for construction of the throughway and for construction of various frontage roads and county road connections as well as road closures.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the throughway and its structures and the County will assume or continue full maintenance of those streets or roads, or portions of same reconstructed as part of the project with all right, title, and interest of said county roads vesting in the County for its sole jurisdiction.

It is proposed for the State to acquire right-of-way for this project and construction to be under way in mid-1966. The estimated cost of the project is $3,700,000.

The County has further agreed by execution of this agreement to assume that portion of the existing alignment between Salem and the west city limits of Rainier as a county road after completion of the project.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
E. S. Hunter
C. H. Maison
H. S. Cox

R. D. Asburry

DNH:mm bg

RECEIVED
JAN 12 1966
FOR FILING

MEMO TO FILES
Jan. 11, 1966

5-11.2
Rainier Unit
Delena-Rainier Section
Columbia River Hwy. #2 (US 30)
.6906 Rainier, Columbia County

On Thursday, Jan. 6, 1966, I wrote a memo to files regarding subject project with various matters outlined that concerned the city of Rainier.

On Monday, Jan. 10, 1966, Mr. R. D. Asburry called the city (confirmed by letter) re the following:

(1) State had made extensive study of realignment of the proposed location in the vicinity of Mill Street, westerly of Rainier, and justification could not be made.

(2) Viewpoints would be constructed where feasible and practical.

(3) Fifth Street ingress and egress would be left open for movement southerly of throughway for westbound traffic.

This date, Jan. 11, 1966, I called city to see if they had signed agreement and Mrs. Brough, City Recorder, and Mr. Joe Walker, City Attorney, reported they had rejected on the basis of relocation only (city requests state to move further southerly into the hillside). A letter will be forthcoming explaining City's views on this matter.

The agreement to cover the portion of highway westerly of Rainier to Delena has been forwarded to the Columbia County Court for approval. This agreement is separate and independent of the one in the city's possession and leaves the matter of the Longview Bridge approach, upon its completion, open for jurisdiction by parties other than the Columbia County Court.

This office will await the decision of the Staff as to any further negotiations with the city on this matter.

D. W. Harwell

D. W. Harwell, Office Engineer
County and City Division

DWH:ma

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. P. Shaw
Tom Edwards
F. D. Morgan
R. D. Asburry
L. H. Young
Dave Moehring
George Rohde
D. J. Barbee
F. B. Crandall

RECEIVED
JAN 13
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

RECEIVED
JAN 13 1966

Delena - Rainier Section
Columbia R. Hwy
Rainier

5 111 3
6906

JOE F. WALKER
ATTORNEY AT LAW
RAINIER, OREGON

January 11, 1966

NOTED
F. B. KLABOE

NOTED
R. L PORTER

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Re: City of Rainier - Columbia River Highway
Attn: H. S. Cox, Co.-City Div. Engnr.

Dear Sir:

Pursuant to your letter of December 24th with proposed Agreement submitted for our consideration, the City Council last-night, in special session, again considered the matter. I am, therefore, herewith enclosing a true copy of the Resolution unanimously concurred in by the City Council and in rejection of the Agreement submitted by your office.

I should like to add in behalf of the Council that we realize your office has spent a great deal of time upon the questions presented and we appreciate the candor and the courtesy of your representatives in dealing with what has become a heated local issue. Both your office and our City Council I am sure are wholeheartedly sincere in their views although they are divergent. I feel that at the least, however, we are in complete accord with the very real need and necessity for a new throughway serving this area. By reason thereof I am sure the Council will cooperate fully towards such further special meetings or consultations with your representatives as may be required in bending every effort toward effecting some amicable and mutually agreeable reconciliation of our respective viewpoints.

Thank you.

Yours very truly,

Joe F. Walker, City Attorney

JFW/mg
encl. (1)

cc: Irving Kallunki, Mayor
Grace Brough, City Recorder

RECEIVED
JAN 12 1966
ENGINEER
COUNTY & CITY DIVISION

cc: Cooper - Kloboe - Osburn

RECEIVED
JAN 12 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Delson - Rainier Section
Columbia R. Hwy
Rainier

R E S O L U T I O N

BE IT RESOLVED that the proposed Agreement regarding construction of new highway within the City of Rainier, as most recently submitted by the Oregon State Highway Commission, be and the same is hereby REJECTED upon the grounds and for the reasons that after deliberation and considered regard for the overall interests of all concerned in the preservation of existing and potential industrial interests and inclusive of the general socio-economic impact upon the welfare of this community, such agreement is deemed inconsistent with the general best interests of the City of Rainier.

The foregoing Resolution was seconded and upon vote unanimously approved and declared adopted.

RECEIVED
JAN 12 1966
ENGINEER
COUNTY & CITY DIVISION

cc: Cooper - Kleboe - Osburry

RECEIVED
JAN 11 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
HENRIETTA LOEB, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

5-11-3
6906

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 10, 1966

Honorable Theo. I. Kallunki
Mayor, City of Rainier
Rainier, Oregon

Subject: Delena-Rainier Section
Lower Columbia River Highway
Relocation of Lower Columbia
River Highway in West Rainier

Dear Mr. Kallunki:

This letter is confirmation of a telephone conversation this date with City Recorder Grace Brough.

The State Highway Department has made an extensive study of the possibility of changing the alignment as shown to the Rainier City Council the evening of January 5 of the proposed relocated Columbia River Highway in the vicinity of Mill Street in West Rainier. From this study, the Department can not justify the changing of this alignment.

As for the construction of viewpoints, as indicated to you in your meeting the evening of January 5 viewpoints will be constructed where feasible and practical. Also, an opening will be left in the median area opposite 5th Street affording ingress and egress from 5th Street to the new facility.

Very truly yours,

R. D. Asburry

R. D. Asburry
Division Engineer

NOTED
FOR FILE

RDA:am
bc F. B. Klabee
D. J. Barbee
H. S. Cox

RECEIVED
JAN 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 7 - 1966

FOR MEMO TO FILE

~~January~~ 6, 1966

5-111.2
Rainier Unit
Delena-Rainier Section
Columbia River Hwy. #2 (US 30)
C-11-6 Rainier, Columbia County

On Wednesday, Jan. 5, 1966, Mr. R. D. Asburry and I met with Mayor Kallunki, Attorney Walker, City Recorder Brough, and seven Rainier city councilmen regarding the pending project and agreement for same forwarded to the City for consideration and approval, under date of 12/24/65.

The Council had no objection whatsoever to the agreement although the attorney mentioned that it was the only bargaining power they had. However, he further mentioned that they had very little, as per law - only street closures, grade revisions, etc.

The consensus of opinion appeared to be that if the construction problems could be considered and if answers to the problems described below could be given to the City before Monday, Jan. 10, 1966, the City would most likely execute the documents in their possession. (Council meets at 8 p.m.)

(1) Possibility of relocation of the alignment in the immediate vicinity of Mill Street so as to pull it further southerly from the railroad to clear Rainier Manufacturing Company's loading bunkers for truck traffic use.

Construction Division has been informed of this request, is checking for details and feasibility.

(2) Viewpoints along the route within the city. If not possible, maybe westerly of city, going up-grade.

City suggested they may make available area adjacent to sewage disposal plant off the 6th Street connection.

(3) Fifth Street traffic ingress and egress from southerly of throughway to westbound lanes.

The above matters seem to be the prime concerns and by this memo it is suggested that they should be considered for reply to the City prior to Monday, Jan. 10, 1966. Either letter or telephonic would be satisfactory and should be through Mr. Asburry.

Westerly of Rainier, to the best of our knowledge, the existing bridge approach to the Rainier-Longview Bridge, from the Goodat Quarry northerly to the structure, is under jurisdiction, control, and maintenance of the State of Washington; therefore there is a possibility that the relocated connection from the Columbia River Highway Interchange to the bridge should become the obligation of the State of Washington upon completion of construction. Mr. Porter has been advised of this matter regarding the connection and the abutting property and is checking the details further via the Legal Division.

More

RECEIVED
JAN 7 - 1966

FOR MEMO TO FILE
January 6, 1966

Const
RW
Loc R Hwy (2)

Rainier Unit
Delena-Rainier Section
Columbia River Hwy. #2 (US 30)
Rainier, Columbia County

The City will consider the facts outlined above at their meeting of Monday, January 10, and will consider execution of the agreement at that time.

The agreement with Columbia County has been approved in draft form and will be forwarded to the County within the next few days.

D. N. Harwell

D. N. Harwell, Office Engineer
County and City Division

DNH:mm

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
L. P. Shaw
F. B. Klaboe
F. D. Morgan
R. D. Asburry
Tom Edwards
L. H. Young
Dave Moehring
George Rohde
D. J. Barbee
F. B. Crandall

NOTED
FORREST COOPER

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-122X 50M 7-65

RECEIVED
JAN 10 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1966

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Ties and Access to Bonneville Power Administration Easement
Delena-Rainier Section
Columbia River Highway
YOUR FILE: Tract Nos. LR-16, LW-381 & 382

Gentlemen:

This is in reply to your letter of December 15, 1965. Attached you will find one copy of Sheet No. 6 of our preliminary plans for this project on which is included a field tie to your power lines.

An access from the southerly highway right of way has been provided at Station 2130+90. This access is within your easement and is to be used jointly by Bonneville Power Administration and the Dyer property. A 16-foot metal gate located approximately 35 feet southerly of the southerly highway right of way line in the Dyer east boundary fence will allow you access to the easterly half of your easement.

This proposed method of furnishing access to structure Nos. LA 6/2 and SJ-L 45/6 was discussed and tentatively agreed to by our Mr. Sugnet and your Mr. W. V. Ramiss on September 24, 1965.

Preliminary plans will be sent as soon as they become available. Bids are presently scheduled to be opened on this project on May 31, 1966. Please prepare the necessary estimate of cost and sketch map if you determine an adjustment to your facilities is required.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
D. H. Moehring
R. D. Asburry
F. W. Sugnet

NOTED
F. B. KLABOE

RECEIVED
JAN 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 15 1965
FOR FILING
E 111-2
6906

Salem, Oregon 97310
December 15, 1965

Salem-Rainier

Mr. F. D. Morgan
Construction Engineer
BUILDING

Please note instructions contained in Mr. Cooper's letter, a copy of which is enclosed. You should proceed to work with Mr. Cox and draw up an agreement to this effect.

F. B. Kinkee
Assistant State Highway Engineer

FBK:erb

Enclosures

cc: Mr. H. S. Cox (Encls.)

RECEIVED
DEC 15 1965
FOR FILING

5-1113

6406

Salem, Oregon
December 14, 1965

P. D. Kiebee
Assistant State Highway Engineer
O F F I C E

It was the instruction of the Highway Commission this date that we proceed with the Rainier relocation on the basis of moving the railroad.

Please proceed under these instructions.

Forrest Cooper
State Highway Engineer

VWolfe

cc Commissioners

R. L. Porter
Victor D. Wolfe

RECEIVED
DEC 15 1965
FOR FILING
E-1112
6400

December 8, 1965

Oregon State Highway Commission

Gentlemen:

We have run into a problem in connection with relocation of the Columbia River Highway through the city of Rainier.

Basically, the topography in the area involved consists of some low lying, reasonably flat land which lies adjacent to rather steep hills. The northerly boundary of the lower land is the Columbia River. The land at the present time is undeveloped but the owners state that they wish to use it for industrial expansion. The S.P. & S. Railroad traverses the area with the right-of-way lying along the foot of the hills.

It appeared that the logical thing to do was to shift the railroad slightly northerly to avoid cutting into the hill. This proposal is acceptable to the Railroad. There appears to be no engineering problems involved in this and we proceeded on this basis.

We have encountered strong, local objection to this from the Rainier Manufacturing Company. They object to a shift in the railroad, as it requires some right-of-way that the Rainier Company does not wish to relinquish.

The only alternate to not moving the railroad would be cutting through a rather steep hill for a distance of approximately 2,000 feet. The principal objections to this are three: increased costs; removal of 25 houses, three stores, and one six-unit apartment house; and the possibility of causing slides that could conceivably damage streets and additional property. There is no way of predicting that slides will occur, but past experience in the area indicates that such may be expected.

The increased costs of the so-called Hill Line amount to $210,000 if no slides or other problems are encountered.

I am reluctant to suggest heavy cuts as history of highway work in the area indicates that they should be avoided.

Please instruct me what line to build.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fh

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe

RECEIVED
DEC 2 - 1965
FOR FILING

Salem, Oregon 97310
December 1, 1965

Dalena-Rainier
Lower Columbia

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention:
Mr. D. J. Barbee

Please provide me with a "comparison list" of the two prime alternates for the easterly end of the project. The comparison should include a good cost estimate broken down as to earthwork, right-of-way; et cetera, between common points for the line that hits the hill without moving the SP & S Railroad and for the line that does not hit the hill and requires a relocation of the railroad.

A check of our appraisal on the Rainier Manufacturing Company property is indicated. You should also provide me with a list of the geometric properties of each line including number of homes destroyed.

This is for presentation to the Commission and must be received by me by December 8.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

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FOR FILING
S 1113
6406

November 24, 1965

Mrs. Agnes Petersen
Attorney-at-Law
Vessie-Gray Building
St. Helens, Oregon

Dear Mrs. Petersen:

Reference is made to your letter of November 12 concerning a meeting held in Rainier to discuss the proposed highway relocation between Rainier and Dalena. You listed seven items that are being evaluated by the State Highway Department. I would like to comment on each of them.

1. As stated, the present access for the West Rainier District will be moved as far west as possible.

2. The center line of the interchange near the bridge will be moved away from the rock pit beside the highway as far as feasible. At this time it does not look as if we will be able to shift it the entire 100 feet requested.

3. Your comments under this item to the effect that the State Highway Department would place the highway in such a manner "as not to disturb the existing railroad, the water frontage on the Columbia River, and, if possible, avoid taking the Everman and Forest residences" needs clarification. We advised those at the meeting that it appeared undesirable to disturb the existing hill. We did advise further, however, that we would again look into the possibility of moving the line into the hill thereby taking less of the water frontage. You may recall that one of the ladies in the audience suggested that she would rather have "half a head than no head at all". We are studying this problem and will be prepared to discuss it with interested parties at an early date.

4. We did advise that an additional access road would be provided to the West Rainier area.

5. We did advise that we would study and, if possible, include in our plans the moving of the proposed access between 5th and 6th Streets to 6th Street and the addition of another access at 5th Street.

6. This item needs no comment.

7. The frontage road proposed to serve the industrial area easterly of the bridge would be partly eliminated in connection with the additional access provided under item 4.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaben
Assistant State Highway Engineer

FBK:ast

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. R. D. Asburry

RECEIVED
NOV 22 1965
FOR FILING

Comm
Dir
Coe R Hwy (2)

November 19, 1965

Mr. Charles W. Brooks
Executive Assistant, Oregon Office
of Senator Wayne Morse
706 U. S. Courthouse
Portland, Oregon 97205

Dear Mr. Brooks:

I have read the November 9 letter to Senator Morse by Agnes Marie Peterson of St. Helens with considerable concern. Apparently, Ms. Peterson has been supplied faulty information or has an erroneous conception of what the Highway Commission is attempting to do.

For many years, there has been a strong demand not only from Columbia County but from all users of the Lower Columbia River Highway for improvement of Rainier Hill. The Highway Commission finally has been able to set aside sufficient funds to accomplish this project and has been making surveys in order to place the work under contract.

It is recognized that a problem does exist in Rainier, in that to modernize the existing street would require cuts of such magnitude as to seriously damage abutting properties. It would also make street intersections dangerous.

It is planned to shift the highway location toward the river and run parallel to the Spokane, Portland & Seattle Railway tracks to a point northerly of Rainier before ascending the hill. Soils investigations proved that the instability of the area will require such flat slopes as to obliterate 33 occupied residences and might possibly endanger the existing Main Street. In order to avoid this,

the Highway Commission has been investigating a plan to shift the SP&S tracks toward the river and to locate the new highway adjacent thereto without disturbing the above-mentioned residences. This has brought forth a vigorous protest from the Rainier Manufacturing Company, which is using every means at its disposal to prevent this location.

At a recent meeting with the Rainier City Council, attended by an Assistant State Highway Engineer, the Department's Construction Engineer, and the Division Engineer, it was agreed that an attempt would be made to shift the alignment back from the river to some extent so as not to remove all of the dwellings, but possibly involve only 50 percent of them. This would, of course, require less shifting of the railroad and less of the Rainier Manufacturing Company's property.

Ms. Peterson's allegations that the Highway Commission intends to "run roughshod" over the community is without foundation and the Department is doing everything feasible not only to provide a modern and safe facility but to cause as little disruption and inconvenience to the city as possible. I might add that several meetings have been held with the City Council of Rainier and we will keep the Council posted as to what the final possibility will be.

As requested, we are returning Ms. Peterson's letter.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Kinboe
Victor D. Wolfe
R. D. Asburry

RLP:ms fn

J. W. FULBRIGHT, ARK., CHAIRMAN
JOHN SPARKMAN, ALA.
MIKE MANSFIELD, MONT.
WAYNE MORSE, OREG.
RUSSELL B. LONG, LA.
ALBERT GORE, TENN.
FRANK J. LAUSCHE, OHIO
FRANK CHURCH, IDAHO
STUART SYMINGTON, MO.
THOMAS J. DODD, CONN.
JOSEPH S. CLARK, PA.
CLAIBORNE PELL, R.I.
EUGENE J. MC CARTHY, MINN.
BOURKE B. HICKENLOOPER, IOWA
GEORGE D. AIKEN, VT.
FRANK CARLSON, KANS.
JOHN J. WILLIAMS, DEL.
KARL E. MUNDT, S. DAK.
CLIFFORD P. CASE, N.J.

CARL MARCY, CHIEF OF STAFF
DARRELL ST. CLAIRE, CLERK

United States Senate

COMMITTEE ON FOREIGN RELATIONS

Oregon Office
706 U. S. Court House
620 S. W. Main Street
Portland, Oregon 97205

November 16, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

You will find enclosed a letter Senator Morse received from Agnes Marie Petersen, Attorney at Law, Veazie-Gray Building, St. Helens, Oregon, regarding a proposed change in the highway system in and near Rainier, Oregon.

This is a matter that does not come under the jurisdiction of a United States Senator. However, in view of the fact the constituent has written it would be appreciated if you would advise Senator Morse, at this office, of any facts you might have on this in order that he may reply.

Please return the enclosure with your comments at your convenience.

With kindest regards,

Sincerely,

Charles W. Brooks

CHARLES W. BROOKS
Executive Assistant, Oregon Office
of Senator Wayne Morse

RECEIVED
NOV 17 1965
OFFICE OF
STATE HIGHWAY ENGINEER

CWB, mc
Enclosure

RECEIVED
NOV 15 1965

SP*18102-734

FOR FILING

Const
RLW
Col. R (2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 12, 1965

Porter

To: MEMO TO THE FILES

SUBJECT: Delena - Rainier Section
Columbia River Highway

A meeting was held with City Officials and residents of Rainier, Oregon, at 10:30 A.M., November 11, 1965 regarding suggestions and complaints about the proposed highway location through Rainier.

Those attending this meeting were as follows:

Mayor Kallunki
Attorney Walker
Councilman Mitchell
Councilman Morgan
Councilman Collett
Councilman McCall
Councilman Norris
F. B. Klaboe, Assistant State Highway Engineer
F. D. Morgan, Construction Engineer
R. D. Asburry, Division Engineer

NOTED
R. L. PORTER

About thirty townspeople were also present.

The meeting was called to order by Mayor Kallunki and a brief description was given regarding the following:

1. Additional access requested westerly of Rainier. Councilmen and property owners were not satisfied with State's suggested crossing at Station 2320. They suggested and we agreed to study moving this crossing as far westerly as possible with one ramp leading to 2nd Street. No ramp to Mill Street. Also, an off connection on the northerly side at Station 2326+50.

2. Mayor and adjacent property owners requested moving centerline crossing at proposed interchange at south end of bridge ramp about 100 feet northerly. We agreed to investigate this suggestion.

3. Mayor and property owners requested a new ramp westerly of bridge ramp to provide access and egress to this area. Connection must be north of interchange ramps. This will be studied.

4. Mayor, property owners and Councilman Mitchell requested we study possibility of only 50 foot more of railroad centerline and construct highway on partial cut. Cross-sections will be prepared of such a location in such shape that they can be shown and explained to Mayor and Council. Soil and geology exploration and findings to be part of this study. May require rolling of grade at bluff section.

5. Councilman Morgan insists on cross traffic (connection between lanes) at 5th Street.

6. We agreed to move one connection opposite 6th Street and place connection to sewage plant on easterly side as an extension of 6th Street.

An interesting sidelight of this meeting goes as follows:

QUESTION: By lady at meeting.

Have the Highway Engineers considered the increase in air pollution which will be caused by the construction of this new area of pavement?

Mr. Klaboe: I don't believe I understand your question. Will you please elaborate.

Lady: Have your Engineers considered the increase in air pollution which will result from the taking of the paved area out of cultivation and thus losing the purifying effect of plant life which would otherwise grow in these areas?

Mr. Klaboe: I don't believe the area to be covered by new pavement would noticeably decrease the purifying effect of plant life on air pollution in an area like Rainier where we have abundant water, a rain forest and an extensive plant and brush growth.

All the above listed suggestions will be studied by the Location and Construction Departments.

FDM:bjm
cc: F. B. Klaboe
R. D. Asburry

F. D. Morgan
Construction Engineer

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NOV 1 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Morgan 9-23 (orig sent)

AGNES MARIE PETERSEN
ATTORNEY AT LAW
VEAZIE-GRAY BUILDING
ST. HELENS, OREGON
PHONE 397-1912

November 12, 1965

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Commission
Salem, Oregon

Re: Changes in proposed highway to affect Rainier and West Rainier, Oregon

Dear Mr. Klaboe:

First, I want to thank you for the thoughful consideration you gave the suggestions and arguments presented by me and by the people of and around Rainier, Oregon concerning this matter.

Second, this will confirm my understanding that you will submit a changed proposed highway route that will contain, in part, the following changes:

✓ 1. The present shown access for the West Rainier District will be moved as far West (toward the Longview Bridge) as possible.

✓ 2. The centerline of the interchange near the bridge will be moved at least 100 feet away from the rock pit side of the highway. If possible

No ▷ 3. Where the highway goes through the West End of Rainier, it will be placed in such a manner as not to disturb the existing railroad, the water frontage on the Columbia River, and, if possible, avoid taking the Everman and Forest residences. ?

✓ 4. Additional access road ~~or roads~~ will be added for the West Rainier area than the one which is now provided. (Taking into consideration future development of West Rainier, fold danger, and other factors mentioned to you)

✓ 5. The access road which was planned between 5th and 6th streets in Rainier will be moved as far West as possible, and should provide 5th Street access also.

6. Future plans will have definite figures, estimates, distances, and contours.

7. Eliminate frontage road which parallels the proposed highway. partly

Third, I would like to request that notice be furnished when you will be here again to discuss the new proposals so all interested parties may have a chance to be heard. If any of the above understanding is not correct please let me know at once. Also, I would appreciate a copy of the figures on costs, core findings and all other material facts which you agreed to furnish Don Davis.

Sincerely,

Agnes Marie Petersen (Mrs.)

Morgan visited 11-19-65

c.c. Mark Hatfield

21500

AGNES MARIE PETERSEN
ATTORNEY AT LAW
VEAZIE-GRAY BUILDING
ST. HELENS, OREGON
PHONE 397-1912

November 9, 1965

The Honorable Senator Wayne Morris
417 Seventh Office Building
Washington D.C.

Re: Rainier, Oregon
Available Industrial Sights on the
Columbia River in Columbia County, Oregon.

Dear Senator Morris:

I want to contact you concerning some of the recent activities of the State Highway Commission in relation to a proposed change in the highway system in and near Rainier, Oregon.

Several months ago the community of Rainier, and the outlying district of West Rainier approved a plan to put in a certain stretch of roadway which did not completely destroy the waterfront on the Columbia River available in and near Rainier.

Very recently the State Highway Commission of Oregon has submitted a change plan which, if used, would destroy for future economic and industrial development more than one mile of frontage on the Columbia River, and ruin thousands of acres of the best potential industrial sights located near Rainier in an area called West Rainier.

I became aware of this situation quite by accident by attending a city counsel meeting in Rainier, Oregon on November 4, 1965. Approximately 45 persons attended that meeting, and more than 12 spoke fluently against the new proposed plan. The speakers represented large and small industry, a public utility, several small businesses, home owners whose homes would

be destroyed by the former plan, but who were willing to sacrifice their homes rather than their industrial sights, union and labor representives, property owners that would be affected by both plans, and public spirited citizens of Rainier and out of Rainier that would be affected only by what the new plan would do to this growing community.

It is apparent to me that the State Highway Commission of the State of Oregon intends to run roughfhod over the community of Rainier and outlying districts, completely disregard their future economical and industrial growth and destroy one of their best assets, a frontage on the Columbia River. I would like to seek your support in helping this community, and I mean the entire community, overcome the tactics of the Highway Commission in this regard and support it through federal pressure or your pressure of personality in order to allow Rainier, Oregon to have her wishes considered as originally approved in the first plan which was approved.

If you have any questions whatsoever feel free to contact me.

Sincerely,

Agnes Marie Petersen

AMP/jm

MEMO TO FILES
11/8/65
RE: Columbia River Highway
City of Rainier

Tuesday, November 2, 1965, Mr. Barbee and the writer had a meeting in Rainier City Hall to discuss with the City Council their acceptance of the proposed highway through Rainier.

Only four members of the Council were present so the Mayor asked that their decision might be held in abeyance until a later meeting when more of the Council could attend.

A portion of the minutes of the November 4 meeting is attached for the record.

Mr. Barbee and Mr. Hall both have copies of these minutes.

H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
D. J. Barbee

NOTED
F. B. KLABOE

RECEIVED
NOV 9 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Kelso - Rainier

TELEPHONE 6-2201

City of Rainier

RAINIER, OREGON

RAINIER—A GOOD PLACE TO LIVE . . . A GOOD PLACE TO INVEST

Dairying Berries Mint Truck Farming River Bottom and Hill Lands
Lumbering Industrial Sites Rail, Water and Highway Transportation

COUNCIL MEETS FIRST MONDAY OF EACH MONTH

NOTED
H. S. COX

OFFICE OF:

City Recorder

November 5, 1965

NOTED
DON HARWELL

State of Oregon Highway Department
Salem, Oregon

Gentlemen:

Att: H.S. Cox, City County Engineer

The following item is taken from minutes of the Special Meeting of the City Council, November 4th, 1965

"Councilman McCall, thereupon moved that the City of Rainier, approve the Highway relocation as set forth on a map submitted by the State Highway Commission conditioned upon the following amendments-

1. That additional access to new Highway be provided to the West Rainier area.

2. That West 3rd, 4th, 5th, & 6th streets West be provided direct access to proposed new Highway and that 6th West be extended northerly from Highway to City sewer treatment plant.

3. That the proposed interchange at South end of the Longview-Rainier bridge be shifted northerly as far as reasonably possible for the primary benefit of Goodat Sand & Gravel Co.

The motion was seconded by Councilman, and carried.

Very truly,

Grace M. Brough

Grace M. Brough
City Recorder.

RECEIVED
NOV 8 - 1965
ENGINEER
COUNTY & CITY DIVISION

Copies to Barbee
11-8-65 Hall

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

November 18, 1965

Routing

Morgan	Peate
Docker	Moreland
Bond	Trout
Barbee	Scott
Walker	Willis
Glenn	Litchfield
Swan	Olsen

RECEIVED
NOV 19 1965
CONSTRUCTION
DIVISION

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

Listed below in conjunction with our comments is a list of highway projects transmitted to us from your office to comply with Modification No. 1 of our Memorandum of Understanding:

Addendum "A" to Location Prospectus, Saddle Mountain Junction - Elsie Road Section of Sunset Highway.

We anticipate no conflict with the fishery resource, thus the project is approved.

Alsea Mountain - Aide Creek Section, Alsea Highway.

Passage must be maintained at the crossing of Hide Creek but not on Dinner Creek.

Toledo - Pioneer Mountain Section, Corvallis-Newport Highway, Lincoln County.

Morrow County Line - Stanfield Junction, Santiam Old Oregon Trail Highway, Morrow County.

The plan submitted by Mr. Hall on November 1, 1965 depicting the 10 x 8 R.C.B.C. layed on a 0.30 grade in West Ollalie Creek meets with our approval. If the new roadway fill encroaches on the stream bed at any point, stream bed width must be maintained.

The Stanfield Junction project does not involve a stream, hence we anticipate no problems.

Cairo Junction Section, Central Oregon and Olds Ferry - Ontario Highways.

The prospectus indicates no stream involved in this section of roadway, hence the project is approved.

Delena - Rainier, Columbia River Highway.
Pendleton Section, Old Oregon Trail Highway.

Fish passage not required on Beaver Creek crossings.

Fish passage is required on the crossings involved in the Pendleton Highway, although we anticipate no difficulties provided the channel changes and crossings are constructed during low water periods.

Oak Grove Road - Elm Street Section, Medford - Provolt Highway.

There seem to be no streams involved on this project.

Addendum "A" to Location Prospectus, Eggelson Corner - Strohm Road Section, Crow Creek Road. FAS 485.
Fish passage must be maintained in Prairie Creek.

Your favorable consideration regarding the above listed comments will be appreciated. If you have any questions pertaining to the fishery resource, please do not hesitate to contact us.

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

11-19-65
Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (8)
T. C. Roake
J. E. Morelock
R. D. Asburry (8)
L. R Chandler (2)
A. F. Parson (6)

fp

RECEIVED
OCT 29 1965
FOR FILING

October 22, 1965

Mr. Norve Rumm
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Rumm:

This is in reference to the proposed relocation of the Lower Columbia River Highway in the westerly part of Rainier, which will continue up Rainier Hill to Delena.

At first it was thought that the section in the westerly part of Rainier could be located just southerly of the S. P. & S. tracks, with a fairly steep cut slope on the southerly side of the highway roadbed. This plan would preserve the existing street and a group of approximately 35 dwellings which abut thereon. After a complete soil analysis, it was discovered that this area is not as stable as was expected and that the cut slope could not be successfully constructed steeper than 1g:1. If the original location were held, this would take all of the dwellings and could conceivably encroach in the street area if any slipping or sliding occurred, which is entirely possible.

It seems practical to shift the S. P. & S. tracks a short distance northerly and move the highway location accordingly. This will assure preservation of the residences and the street area. It also will effect a savings in cost of at least $300,000.

We understand that this latest proposal is being vigorously protested by the Rainier Manufacturing Company which feels we are appropriating valuable industrial land. This Department will do everything reasonable to avoid a controversy with the company; however, it appears that the proper location of the highway will require the acquisition of some of the Rainier Manufacturing Company's land.

Very truly yours,

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Morgan — Forrest Cooper
R. D. Asbury — State Highway Engineer

RLP:ms bg

RECEIVED
OCT 20 1965

5-1475
10-20-65
Copies
Porter

Cozad
RLM
Loc & Hwy (L)

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
October 15, 1965

To: Memo to the Files

SUBJECT: Dolena-Rainier Section
Columbia River Highway

At the request of the Construction Office, a meeting was held on October 14 in Rainier City Hall with various officials of the City of Rainier and other interested parties to discuss the location of the subject project in the area of Rainier. Present at this meeting were the following people:

Representing the City of Rainier, Irving Kallunki, Mayor; A. R. McCall, Councilman; John Mitchell, Councilman; Gordon Norris, Councilman; Ralph Morgan, Councilman; Grace Brough, City Recorder; and Joe Walker, City Attorney;

Don E. Davis, President, Rainier Chamber of Commerce;

Zane J. Winter, City Planning Commission;

Representing the Rainier Manufacturing Company, Mr. Bellamy and T. Molin;

Representing the State Highway Department, H. S. Cox and myself;

Various other property owners in the area.

The above list is a little misleading as to the representation by Rainier Manufacturing, as the majority of the members on the City Council also work for or have an interest in Rainier Manufacturing Company.

The main topic of discussion at this meeting was the proposed change by the Highway Department of the relocated line as shown at the official hearing held at an earlier date. The line shown on the hearing maps (L[X] Line) held adjacent to and on the southerly side of the S.P.R.R. facility from approximate Station 2345 to Station 2365. The proposed change was to move the railroad track through this area northerly so that the highway facility could occupy the area now occupied by the railroad, thereby eliminating the cutting into the hills in this area.

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swen

Peets
Merelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
OCT 18 1965
CONSTRUCTION
DIVISION

OCT 19 1965
OFFICE OF

NOTED
FORREST COOPER

It was explained to the group that upon subsurface investigation of the materials in this area it was determined that the materials were not of a quality previously believed and that to construct the highway completely on the southerly side of the existing railroad facility would necessitate the acquiring as highway right of way all the properties between the existing highway and the railroad tracks. An appraisal had been made of the acquiring of this property, which indicated the property alone would cost in the neighborhood of a quarter of a million dollars. By making the proposed change, we would have to acquire some undeveloped property northerly of the railroad tracks (owned by Rainier Manufacturing Company) and take none of the developed property between the existing highway and the railroad tracks.

Representatives of Rainier Manufacturing Company very strongly objected to the taking of any of their property in this area, stating that it was of a high commercial class of property which could not be replaced. The City Council was somewhat divided regarding the matter. The Mayor especially seemed concerned about the dispossessing of the people if the L^6 Line was constructed, also of the elimination of revenue to the City of these parcels should they become highway right of way. Others of the Council thought it would hurt the City more if we took the property northerly of the existing railroad facility.

Representatives of Rainier Manufacturing Company said they would fight us to the bitter end if we persisted in taking their commercial property.

The City Council would not take a definite stand either way and requested that a better map be furnished them showing the revised line in more detail including right of way, also a comparison of cost between these two lines. The Mayor stated that upon receipt of this information he would immediately call a Council meeting and advise us the following day as to their decisions in this matter.

Both the City Council and Rainier Manufacturing Company agreed that the proposed change (L^6 Line) between the above-mentioned area and the approach on the Longview Bridge would be desirable.

R. D. Asburry
R. D. Asburry
Division Engineer

RDA:am
cc D. J. Barbee
H. S. Cox

RECEIVED
SEP 3 - 1965
FOR FILING
E-111-2
64C 62

Salem, Oregon 97310
September 2, 1965

Delena-Rainier

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

As soon as you are able, would you have someone contact Mr. Clarence Wagner, County Surveyor, Courthouse, St. Helens, and show him our proposed location through the city of Rainier.

If you have any maps available depicting this location, they should also be handed to Mr. Wagner as he is in the process of redesigning the sewer system in Rainier.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

RECEIVED
JUL 12 1965
FOR FILING

June 16, 1965

3b.3

The Honorable Wallace Boe
Mayor of Rainier
City Hall
Rainier, Oregon

Dear Mayor Boe:

The State Highway Commission at its meeting on June 1, 1965, adopted a survey concerning improvement on the Delena-Rainier Section of the Columbia River Highway.

You will recall that a public hearing on this project was held in the City of Rainier on October 27, 1964, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 298" adopting the survey.

Very truly yours,

Floyd Quaay, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gs

Att.

cc Columbia County Court
Courthouse
St. Helens, Oregon

Victor Wolfe

RECEIVED
MAY 10 1965
FOR FILING

Salem, Oregon
May 7, 1965

Mr. W. T. Wright
Right of Way Engineer

BUILDING

State funds will be used for the purchase of right of way for the Salem-Mainier Section of the Columbia River Highway in Columbia County. The approximate limits are from Station 2047 to Station 2381.

You have advised us that the estimated cost is $260,000.

You should use prefix S-2005.

L. H. Young
Office Engineer

JAH:lt

cc: C. P. Lenz

RECEIVED
MAY 4 - 1965
FOR FILING

May 3, 1965

Oregon State Highway Commission

Gentlemen:

The survey has been completed on the Delena-Rainier Section of the Columbia River Highway in Columbia County. A public hearing was held on October 27, 1964. There were two objections to our plan. The first was that we locate our line farther toward the hill between the Longview Bridge ramp and the city in order to leave more of the flat area available for future development. The second request was that we study an interchange pattern to the Longview Bridge approach. Both of these were studied and as they had merit, they are incorporated in the plans.

The estimated cost of construction is $3,000,000. The estimated cost of right-of-way is $200,000, for a total cost of $3,200,000.

The length of this section is 6.31 miles. Attached is a map for your information.

There are no funds immediately available for construction of this section, but it is desirable to purchase the right-of-way.

I request your approval of the survey and authorization to purchase the right-of-way. This matter will be on the agenda for your consideration at the June 1 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.
cc Floyd Query
R. L. Porter
Fred Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
W. T. Wright
R. D. Asburry

DJB:rw fn

RECEIVED
APR 22 1965
FOR FILING

April 22, 1965

Mr. Ben Nix
144 North Second Street
St. Helens, Oregon

Dear Mr. Nix:

Reference is made to your letter of April 16 discussing the reconstruction of the Delena-Rainier section of US 30.

I do not deem it advisable to enter into a letter writing campaign with you as to the merits of one project over another or erroneous costs of certain projects as outlined in your letter.

I would, however, wish to advise you that the Highway Department is preparing to begin acquiring rights of way for the reconstruction of the Delena-Rainier section of US 30 even though no funds are programmed at this time for the actual construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:sw

cc: Forrest Cooper
R. L. Porter

REFERRED TO
Admin.
BY SECRETARY

St. Helens Ore
April 16. 1965

Oregon State Highway Comm.
Salem. Ore

REFERRED TO
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER

Dear Sirs

After paying heavy income tax and years of paying gasaline tax. besides reading of the many accidents on high way 30 near Rainier Ore. I am wondering why Portland can get all the highways whether they want them or not. This set up is beginning to have an awful odor.

We need a high way over Rainier hill.

Now, I under stand that the high way will be rebuilt near

Astoria, before Rainier this is really a slap in the face for this district. Taxation without representation isnt right.

That Bridge at Astoria is a 40 million dollor project going <u>no where</u>. It is 10 years ahead of itself. and the high way over Rainier hill is 40 years behind itself. At least the high way to it could be built first. Looks to me like you men of the State Highway Commission either live in Portland or Astoria

Columbia County Taxpayer

Ben Ney

144 N. 2nd St. St. Helens

RECEIVED
APR 23 1965
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Delcus - Prineville Unit Lower Columbia & Interchange
Highway Lower Columbia County Columbia Prefix S-455
Length 2.107 Designer Barnes Draftsman _____ Date _____
Signed 6206 Title _____

Grading & Drainage	Sta. 2285+50 to 2335.	$ 473,827
Surfacing		$ 189,766.00
Extra Work		
Flagging	$ 1000	
Seeding & Mulching	1900	
Total Extra Work		$ 2,900.00
TOTAL		$ 666,493.00
+ 20% Engineering and Contingencies		$ 133,299.00
Structures		
32 x 200	$ 78,000	
Total Structures		$ 78,000
Right of Way		$
Total Estimated Cost		$ 877,792.00

Interchange Plan $ 878,000
Channelization Plan 636,000
Additional for Interchange $ 242,000
Copy to Barlee 4-23-65

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Delaware - Rainier Unit Longview to Tidewater
Highway Lower Columbia River County Columbia Prefix S-4475
Length 0.947 Designer Barnes Draftsman _____ Date _____

Grading and ~~Surfacing Items~~

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					19,200
Trench Exc.	Cu Yd.	730	73	803	3.00	2,409
General Exc.	cu.yd.	37,700	3,770	41,470	0.65	26,956
Gen Exc.	cu.yd.	438,760	43,876	482,636	0.65	313,785
Overhaul "C"	yd. sta.	136,442	13,644	150,086	0.45	67,539
Finish Roadbed & Slopes	mile	0.947	—	0.947	1250.00	1,184
Rounding Cutbanks	lin. ft.	845	85	930	0.20	186
18" Conn Metal Pipe	lin. ft.	860	86	946	5.00	4,730
36" " " "	lin. ft.	150	15	165	14.50	2,393
18" " " "	lin. ft.	280	28	308	25.00	7,700
Ditch Exc.	Cu Yd	580	58	638	2.50	1,595
Furnish & Place Topsoil	cu yd	10,500	1,050	11,550	3.00	34,650

NOTE: This General Excav. comes from outside the limits of this estimate. This material also needed to make required embankment.

Total 473,827

RECEIVED
DEC 9 - 1964
FOR FILING
2n 1112

December 8, 1964

Mr. Art Lewis
Route 1, Box 295
Cleteknnie, Oregon

Dear Mr. Lewis:

Thank you for your letter of December 4 concerning the proposed relocation of the Salmon-Rainier Section of the Columbia River Highway.

Your letter will be made a part of the record on this section of highway.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mrb

cc: Mr. Forrest Cooper
Mr. R. L. Porter

12-4-64

REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

State D Oregon
Mr. Forrest Cooper — Wolfe

Dear Sir;

Please answer

Say I have noticed that bearing
one the views and bearing at
Rainier oregon so could
add this. Why build highways
with curves that are
unnecessary? Just take a
look at quick corner
between Mossa-marking agent
and Dr. Kennys place there
has been so many killed
and hurt there. I do not
know the ~~per~~ Nip place
so good ~~I do~~ that I could
say where the highway should
be. But I do ~~take~~ know
it has a good prospect

NORMAN VICTOR D. WOLFE

for a route thruist.
We are logging it now.
I am not doing this for the
owner or anybody else. All
said & me is Jo me only.
a thx page.

I thank you
Art Lewis
RT #1 Box 29,
Astoria Ore

RECEIVED
DEC - 7 1964
OREGON
STATE HIGHWAY COMMISSION

FORM E-1232 BOH 2-62
RECEIVED
NOV 1 1964
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH A. FRIDLEY, NEWBERG
WASHINGTON
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 12, 1964

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In compliance with the provisions of PPM 20-8(1) dated June 16, 1959, the mayor of Rainier was notified by letter on September 2, 1964, of the Highway Commission's proposed plans for right of way acquisition on the Delena-Rainier Section of the Columbia River Highway. A letter dated September 21, 1964, from City Recorder Grace Brough was received by the Highway Commission stating that the City requested a hearing.

On October 5, 1964, the mayor of Rainier was notified that a public hearing would be held by the Highway Commission in the Rainier City Hall on October 27, 1964. Public notices were published in the various papers on October 15 and October 22, 1964.

The hearing was held on October 27, and a transcript of the hearing and copies of all correspondence on the matter are enclosed.

The State Highway Commission has considered the economic effects of the location in the light of matters presented at the hearing.

Very truly yours,

H. S. Cox
County and City Engineer

by

D. N. Harwell
Office Engineer

RECEIVED
NOV 13 1964
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:eb
Encl.

cc: R. L. Porter
L. P. Shaw
V. D. Wolfe
F. D. Morgan
J. E. Morelock
R. N. Chase
G. E. Rohde
L. H. Young

NOTED
VICTOR D. WOLFE

RECEIVED
NOV 2 - 1964
FOR FILING
E- 1113
- - 6110-

October 30, 1964

Mr. Don V. Bellamy
Vice President
Rainier Manufacturing Company
Rainier, Oregon

Dear Mr. Bellamy:

Thank you for your letter of October 28 re the Delena-Rainier Section of the Columbia River Highway.

This will be made a part of the official file record of the hearing and will be given due consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mrb

cc: Mr. Forrest Cooper
Mr. R. L. Forbes
Mr. Lloyd Shaw

RAINIER MFG. RAINIER ORE.

RAINIER MANUFACTURING CO.

RAINIER, OREGON - PHONE 6-4411

- PREMIUM QUALITY LUMBER
- WATER & RAIL SHIPMENTS
- WCLA GRADE RULES

October 28, 1964.

Mr. Victor Wolfe,
Administrative Assistant,
Highway Department,
State of Oregon,
Salem 10. Oregon.

Dear Mr. Wolfe:

We would like to commend you and your associates on conducting such an orderly meeting at Rainier in connection with the proposed route for the new highway, and for giving us your consideration on our proposed changes which we noticed were incorporated in the plan submitted to the meeting.

In the verbal testimony the writer neglected to stress our concern over the Stop sign proposed for the end of the bridge, even though this was stressed by many others, we would like to concur with their statements in this letter.

We would like to repeat the fact that it is imperative for us to have at least 130 feet of flat road bed from the toe of the proposed new fill to the South end of our new chip bunkers to facilitate the entry of the large 70,000# trucks under these bunkers. We anticipate more Chip and Log hauling in the near future than at present.

It is still our opinion however that if the existing highway was streamlined and conformed to highway standards that it would create less disruption to Goodat Gravel Company, and existing businesses, so would ask you to still consider this alternate as was proposed by Mr. Jim Durbin, Manager of the P.P.L., and the President of the Rainier Chamber of Commerce.

Kindest personal regards.

Sincerely,
Rainier Mfg. Co..

Don V. Kelley. Vice President.

cc. Mr. Irving Kaliwaki
Mayor of Rainier.

Mr. J. Goodat.

RECEIVED
OCT 16 1964
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 15, 1964

To: MEMO TO THE FILES

SUBJECT: Delena-Rainier Section,
Columbia River Highway

On this date, Mr. Barbee and I met in my office with Mr. Don Bellamy, Rainier Manufacturing Company, Rainier, Oregon, telephone Rainier: 6441l or Portland: CA 3-3221; Mr. John Mitchell, Master Mechanic on the same company, who has the title of Counsel for the City of Rainier and Mr. Jim McGowan, Sales Manager, Swing-Shift Manufacturing Company, Longview, Washington, telephone Rainier 6-4411. The Swing-Shift Manufacturing Company apparently is operating on the Oregon side.

The gentlemen met with us to discuss possible alternate routes for the proposed section of highway which would not bisect the "industrial" land immediately west of Rainier. They indicated that they represented the feelings of certain members of the City Council and business people of the Chamber of Commerce. They had a proposed route which would utilize the existing highway through Rainier and which, in my opinion, is not economically practicable.

Mr. Barbee and I indicated we would investigate their proposal and would also investigate a suggested line change which would take the same amount, acreage-wise, of potential industrial land, but would leave the balance all on one side of the highway. This seemed to be a lesser evil in the eyes of the gentlemen present.

Mr. Barbee is going to investigate these two alternates and will discuss it with Mr. Shaw for further instructions.

The meeting was amicable; the gentlemen realized that we have a problem, but wished to point out that, in their opinion, they also had a problem.

Victor D. Wolfe
Administrative Assistant

VDW:srb

cc: Mr. Lloyd Shaw
Mr. D. J. Barbee

RECEIVED
OCT 2 - 1964
FOR FILING

October 2, 1964

Mr. Arthur H. Lewis
Route 1, Box 295
Gleteheanie, Oregon

Dear Mr. Lewis:

Thank you for your September 26 letter in which you express your views as to a routing for the Columbia River Highway between Rainier and Delena. Your comments will have the attention of the Highway Commission and will become a part of this Department's official record on the subject.

If it is requested, a public hearing will be held on this project. If a hearing is scheduled, it is suggested that you be in attendance and present your views so that they will become a part of the hearing transcript. The time and place of the hearing will be well advertised.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe

REFERRED TO
Admin
SECRETARY

G-26-64

NOTED
R L PORTER

State Hiway Dept.

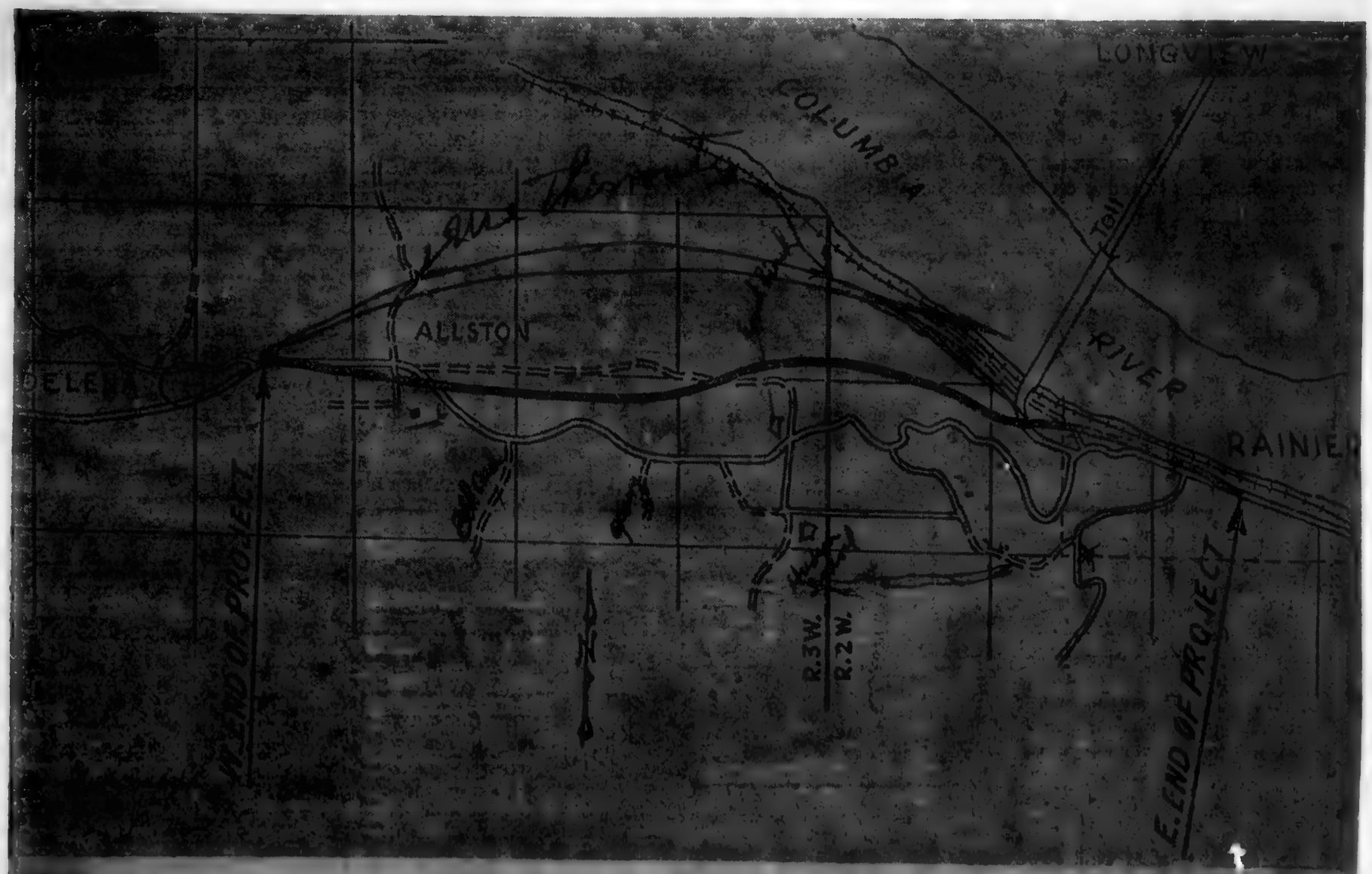
Dear Sir:

I am writing a protest against the tentative route as I now. Why? first take a look at the crook in the road that will develope at Delena. Why build a hiway with unnessary crooks in it. Second why not go the other side of alston corner and then the Ben Nix property and save a lot of money. Because you would miss a lot of fine property. Also the down grade of the hill would be cheaper than to build and straighter too. Just a few pages for letterwoods in Oregon. Thankyou

Arthur H. Lewis

RT #1 - Box 295 -
Albany Oregon

Daniel Evans Sept 27 1954



Preliminary hearing map prepared by State Highway Department engineers shows tentative route of proposed new highway construction between Rainier and Delena. New highway construction would eliminate winding Rainier hill loops.

RECEIVED
JUL 31 1964
FOR FILING

July 31, 1964

Oregon State Highway Commission

Gentlemen:

On the Lower Columbia River Highway between Salem and Rainier, there exists a very obsolete and dangerous section of highway. It is highly desirable that this unit, which is known as Rainier Hill, be modernized just as soon as possible.

Unfortunately, this will be an expensive undertaking, probably involving $2½ to $3 million, with right-of-way costs in the neighborhood of $300,000. Monies to underwrite the cost of construction cannot be found at this time; however, it is appropriate that the needed right-of-way be acquired. I therefore request that you authorize a public hearing on the route. This is the type of project that can be done as Right of Way Agents are available and the project then can be made ready for contracting when we have sufficient funds at some future time. A small sketch map of the area is attached for your information.

This item will be on the agenda for the August 27 Highway Commission meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
F. D. Morgan
L. H. Young
W. T. Wright
C. H. Maison

RLP:ms bbc

FORM E-20 (OM 12-58 64670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1964

SUBJECT: Preliminary Hearing Map
Delena-Rainier Section
Lower Columbia River Highway

To: Mr. Victor Wolfe
Administrative Assistant
BUILDING

Attached are 30 prints on the subject named map.

I believe Mr. Porter wishes to get this project off the ground so that right-of-way may be purchased. I I suggest that we advertise to see whether our hearing is desired.

F. D. Morgan
Construction Engineer

By D. J. Barbee

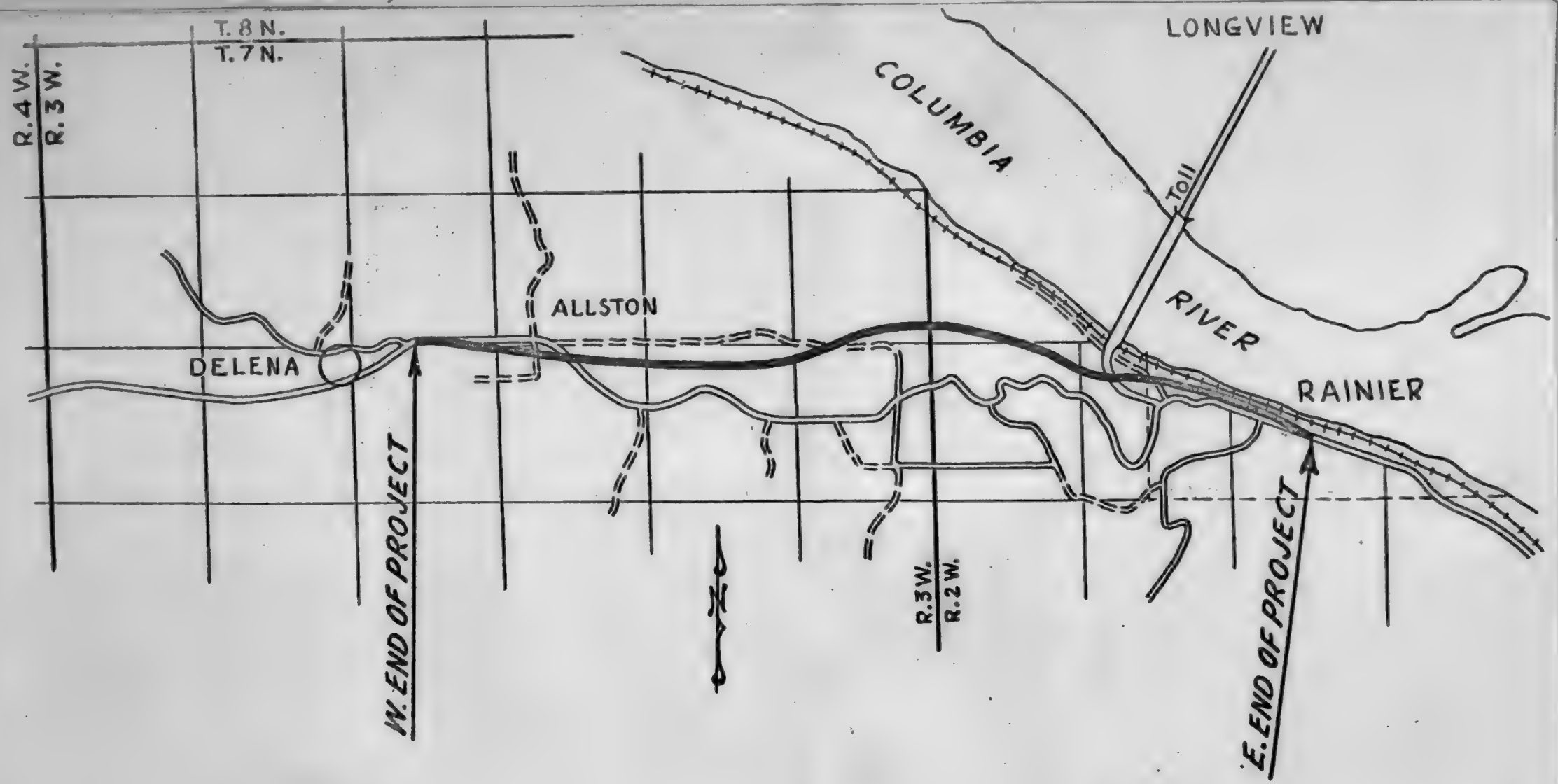
D. J. Barbee
Ass't. Construction Engineer

DJB:ra

Attach.

NOTED
R. L. PORTER

RECEIVED
JUL 28 1964
OFFICE OF
STATE HIGHWAY ENGINEER



Preliminary Hearing Map

DELENA–RAINIER SECTION

LOWER COLUMBIA RIVER HIGHWAY

COLUMBIA COUNTY

RECEIVED
SEP 10 1964
FOR FILING

Const
RIW
Col. R. Hungate

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1964

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer

L

Referring to your letters of June 1 and July 8 regarding a Rainier Hill project on the Lower Columbia River Highway, map and general project details are worked up, except for one short area near the lower end of the job which at this time includes railroad encroachment. An attempt is being made to minimize or delete this particular feature.

We can proceed with a hearing in the very near future. Data for right-of-way descriptions can be provided within the next three weeks. I am advising Mr. Wolfe a hearing may be necessary at this location and he should proceed at his earliest convenience.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Victor D. Wolfe

NOTED
R. L. PORTER

Wolfe replied on July 15 proceed with hearing and Right of Way [illegible]

RECEIVED
SEP 11 1964
FOR FILING

Comet
R/W
Col. R. (2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 8, 1964

SUBJECT:

To: Mr. Lloyd P. Shaw
Assistant State Highway Engineer

O F F I C E

On June 1, I suggested that we prepare right-of-way descriptions for the Rainier Hill project on the Lower Columbia River Highway. Please advise if this has been or is being done.

R. L. Porter
Deputy State Highway Engineer

RLP:ms

Letter to Porter 7-9
Ready to go to hearing.

RECEIVED
JUN 25 1964
FOR FILING

June 24, 1964

Ms. Livona E. Cullen
Route 1, Box 242
Rainier, Oregon

Dear Ms. Cullen:

Thank you for your recent letter relative to the obsolete stretch of state highway commonly known as Rainier Hill. Your Highway Commission is very cognizant of the deficiencies in this section and the only reason that improvements have been so long in coming has been the problem of financing.

It is not generally understood in these days of freeway construction that the money used for the building of the Interstate system cannot be converted for use on such routes as the Oregon Coast Highway, the Lower Columbia River Highway, and the Coos Bay-Roseburg Highway, for example. The only construction monies available to your Highway Commission are those regular Federal-aid funds which, when matched with State money, amount to about $18 million per year. Statewide, we have in the Oregon highway system critical deficiencies that probably will require $200 million to correct and your present Commission has been endeavoring to select for improvement first those sections that carry the highest concentrations of traffic.

While I cannot make any commitment as to what the Highway Commission may do in the future, I am quite certain that the Rainier Hill section will be given consideration along with other urgently needed improvements at the time the next construction program is formulated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

REFERRED TO
Forest Supervisor
BY SECRETARY

Rainier, Oregon
June 13, 1940

State Highway Commission
Salem, Oregon

NOTED
P. M. STEPHENSON

Gentlemen:

I am writing as one who has travelled the Rainier Hill road for over 12 years back and forth to work. At the beginning of my work career I was watching with eager anticipation the opening of bids for work improvement to the roads in our sections. After many disappointments and especially after the letting of the Astoria-Megler bridge I began to form the conclusion that it must be determined by something other than desperate need. If you will take the opinion of one who has travelled the road in hazardous icy condetions, when one takes his life in his hands, you will know what I mean.

I am not a bit happy to read that the people of Astoria are clamoring for more money to be spent in that section, but I will stand back of every word that the enclosed editorial conveys as I am one

who must travel this road and until the past year have never been the least enticed by the "back road" which is also a narrow, overly steep grade that has been the cause of two deaths since I moved out here from Portland. I do take the road home at night to avoid the narrow curves of the hill especially when you meet an on-coming semi trailer type truck, when you dont know whether you will be crowded over the embankment or not, Also bank keeps giving away and they keep putting a little sand to repair it.

Please give our people a little consideration, as this section of the highway has been overdue for improvement for years.

Sincerely,
Livona E. Cullen
Rt 1 — Box 242
Rainier, Ore

BIG ASTORIA—Little You!

Through that sturdy fighter for improvement of the Lower Columbia River highway, the Clatskanie Chief, we learn that the daily Astorian answers a recent Review suggestion for elimination of the Rainier hill loops by comment that while our concern is commendable, there is a passable by-pass to Rainier hill—and the Astorian renews its demand for more work on the Knappa-Astoria section, before any action is taken here.

That slant is interesting, especially if the editor ever did the by-pass hair pin turns, the heaving ups and downs, and the dangerous descent into Rainier over the Fern Hill road, where several lives have been lost in runaway cars and trucks—and where the experts demand relocation instead of widening and resurfacing.

But let Art Steele's Trident tell it:

The Astorian on Monday commented on the Rainier Review's remarks concerning the Astoria-Columbia river bridge and Astoria's new demand that the Lower Columbia between Astoria and Knappa be modernized before any other section.

One paragraph of the Astorian editorial of interest is the following:

'The Review's concern over further delay in rectifying the Rainier hill is understandable. This hill, with its fantastic twisting is the worst part of the Lower Columbia highway left unimproved. But there is a by-pass over hard-surfaced rural roads that most motorists use to get around the Rainier loops and it is fairly satisfactory. Existence of this road makes the Rainier hill a less urgent improvement than the Knappa-Astoria route, which also has some terrible curves and corners.''

Astoria's attitude has made the people of the Lower Columbia boil before. This editorial will not cool them.

Astoria can remember that the Knappa-Astoria route was remodeled once, at least, with concrete pavement, if you please. If the Rainier hill is the worst section, why shouldn't it be done first? Their concern over Crown Zellerbach travel to Astoria should be tempered by the fact that C-Z travel will be towards Portland, too. and they will not like a detour over an oiled county road, either, especially since it has a steep enough grade to discourage trucks.

Is Astoria holding out its hand too much for its own good?

RECEIVED
JUL 7 1964
FOR FILING

Salem, Oregon
June 5, 1964

Mr. F. D. Morgan
Construction Engineer
B u i l d i n g

Attention: D. J. Barbee

It is desired that the next program developed carry a project on the Lower Columbia River Highway. The section most in need of correction should be chosen and should include consideration for traffic volume, as well as geometric shortcomings.

I believe there are two principal sections which are outstandingly poor; one near Rainier, the other several miles nearer Astoria. In the event the Rainier Hill area is indicated as the deserving section, 4:1 rock slopes on the river side where it is probable a great deal of guard-rail will be used will be satisfactory.

On the southerly side of the road, I suggest you utilize your design for a paved ditch for perforated pipe for subdrainage. Right of way for this section should be acquired at an early date and if we are ready to present this to the Commission, prepare whatever material is necessary to that end.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

7-20 Approved Basis

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JUN 5 - 1964
FOR FILING
E-112
6106

Salem, Oregon
June 1, 1964

Mr. Lloyd P. Shaw
Assistant State Highway Engineer

OFFICE

The Highway Commission has received a rather strong verbal request for continuing and accelerated improvements on the Lower Columbia River Highway. I believe that the worst remaining section is probably the Rainier Hill; however, this might be subject to some argument.

At the time the next program is developed, please see that full consideration is given to a substantial project on the Lower Columbia River Highway. If you agree that the Rainier Hill should be our next recommendation, I suggest that we get our survey in order so that we could ask the Commission to approve a right-of-way project at a fairly early date.

R. L. Porter
Deputy State Highway Engineer

RLPrue
cc Mr. F. B. Morgan
Mr. John Oakes

May 7, 1964

Oregon State Highway Commission

Gentlemen:

A recent announcement from the Governor's Office told of the construction of an industrial development in the Wauna area on Lower 30 in Clatsop County. The Governor feels that this first unit will be followed in subsequent years by additional development in the area by the Crown Zellerbach Corporation.

The Governor recently mentioned to me that he "hoped" the Highway Commission would give careful consideration to continuing improvement of Lower 30. These were not his exact words, but I believe this to be his meaning. Subsequent to the Governor's announcement, I have been approached by others re this same matter. I believe that we will hear more of this in the near future.

For the past 15 or 20 years, we have had a continuing program on Lower 30 and have removed many of the inadequacies on the route. The completion of the unit westerly of Clatskanie and the West City Limits-St. Johns Bridge Section in Portland (both to be completed in 1964) will eliminate two more serious bottlenecks. I believe that the next section to be reconstructed should be between Deleuna and Rainier. If funds are not available for the entire unit, I would recommend a section westerly of Rainier to the first feasible connection to the existing road. The cost of the Deleuna-Rainier Section is $3,900,000, which includes right-of-way.

No action is requested by the Highway Commission at this time, but I feel that when we are discussing future programs, this item should be given careful consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

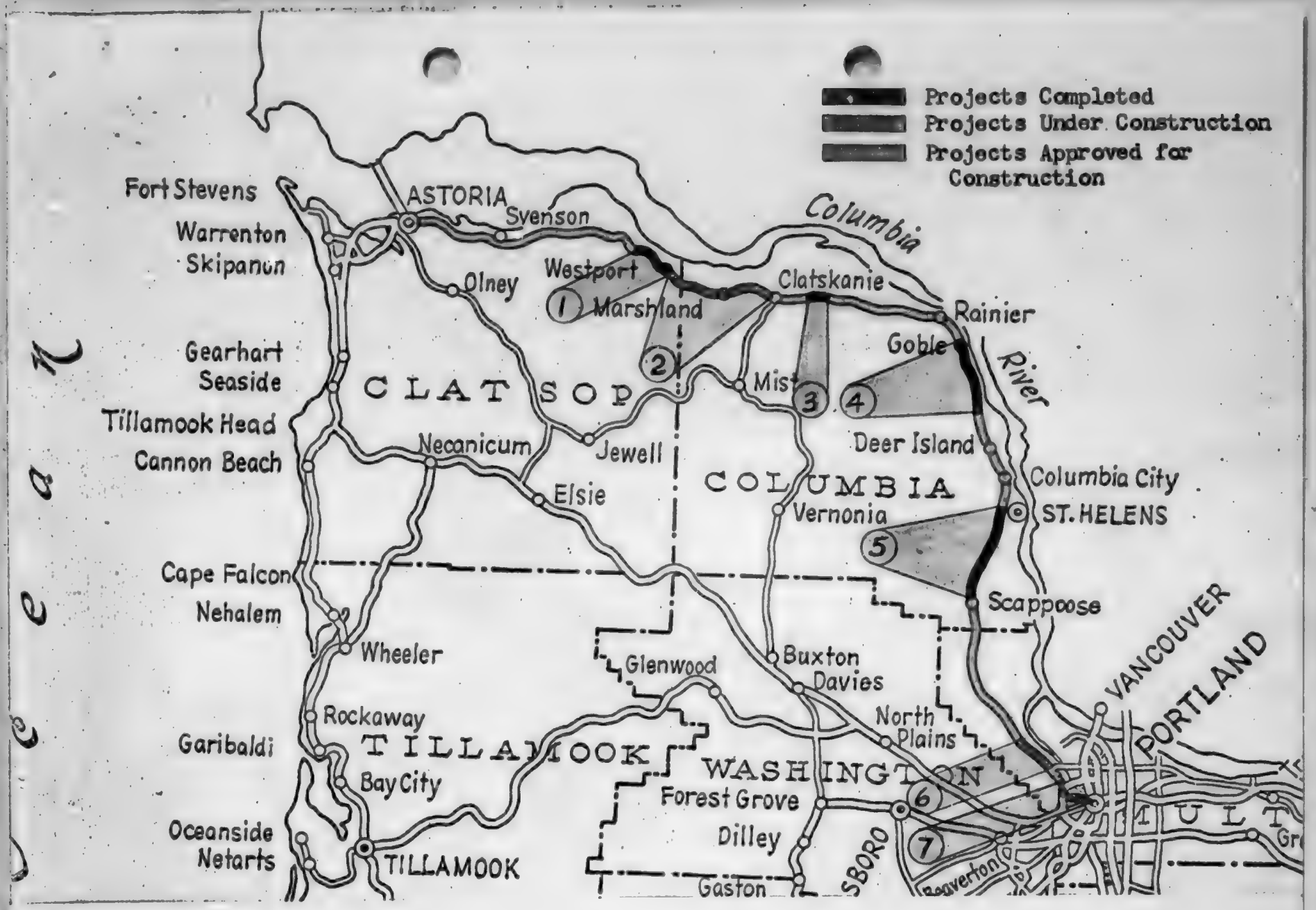
FCtfn

cc R. L. Porter
Victor D. Wolfe

Estimates
Lower Columbia River Highway
April 29, 1964

Section	Length	Type	R/W	Const.	Total	Source
		Astoria-Bradley Park				
Astoria Section	3.0	4-Lane GP	2,230	1,515	3,745	Needs
Astoria-Big Creek	10.2	2-Lane GPS	200	3,135	3,335	Needs
Big Creek Section	2.3	No Work				
Big Creek-Rock Creek	2.3	2-Lane GP	Acq.	955	955	Survey
Rock Creek-Bradley Park	4.5	Future Deficiency				
	22.5		2,430	5,605	8,035	
		Delena-Rainier				
Delena-Rainier	6.3	2-Lane GPS	255	2,945	3,200	Survey
		Columbia County Linn-Portland City Limits				
Columbia Co. Line-Holbrook	5.2	4-Lane GPS	35	1,585	1,620	Needs
Holbrook-Portland C.L.	3.5	4-Lane GPS	180	2,500	2,680	Survey
	8.7		215	4,085	4,300	

Note: Structure for the Nehalem Boom RR crossing on Holbrook-Portland City Limits Section has not been estimated. The $2,500,000 includes $750,000 given by Bridge Preliminary Design.



ASTORIA-PORTLAND SECTION

COLUMBIA RIVER HIGHWAY - US 30

CONSTRUCTION PROJECTS - PAST FIVE YEARS

April 28, 1964

	Status or Date Constructed	Estimated Cost
COLUMBIA RIVER HIGHWAY US 30		
1. Wauna-Westport, 2.5 mi. G-P-Bridge	1959	$ 572,000
2. Westport-Clatskanie, 8.9 mi. G-P	Under Constr.	3,982,000
3. Clatskanie Slide Correction, 0.5 mi. G-P	1960	89,000
4. Goble-Tide Creek, 5.1 mi. G-P-Bridge	1959-60	1,347,000
5. St. Helens-Scappoose, 7.2 mi. Paving	1960-61-62	134,000
6. W. City Limits-St. Johns Bridge (Portland), 3.56 mi. G-P	Under Constr.	2,617,000
7. N.W. 27th Ave.-W. End Burnside Bridge (Portland), 1.68 mi. Paving	Programmed	35,000
		$8,776,000

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APR 30 1964
FOR FILE
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Salem, Oregon
April 28, 1964

R. L. Porter
Deputy State Highway Engineer
O F F I C E

At the Governor's Cabinet meeting, this date, the Governor told us that an announcement would be in the newspapers today re the Crown Zellerbach plant to be built at Wauna. This, in the Governor's opinion, is the start of a large and growing operation.

The Governor facetiously told me that he had promised that Lower 30 would be improved and stated he knew that I would get at this very promptly.

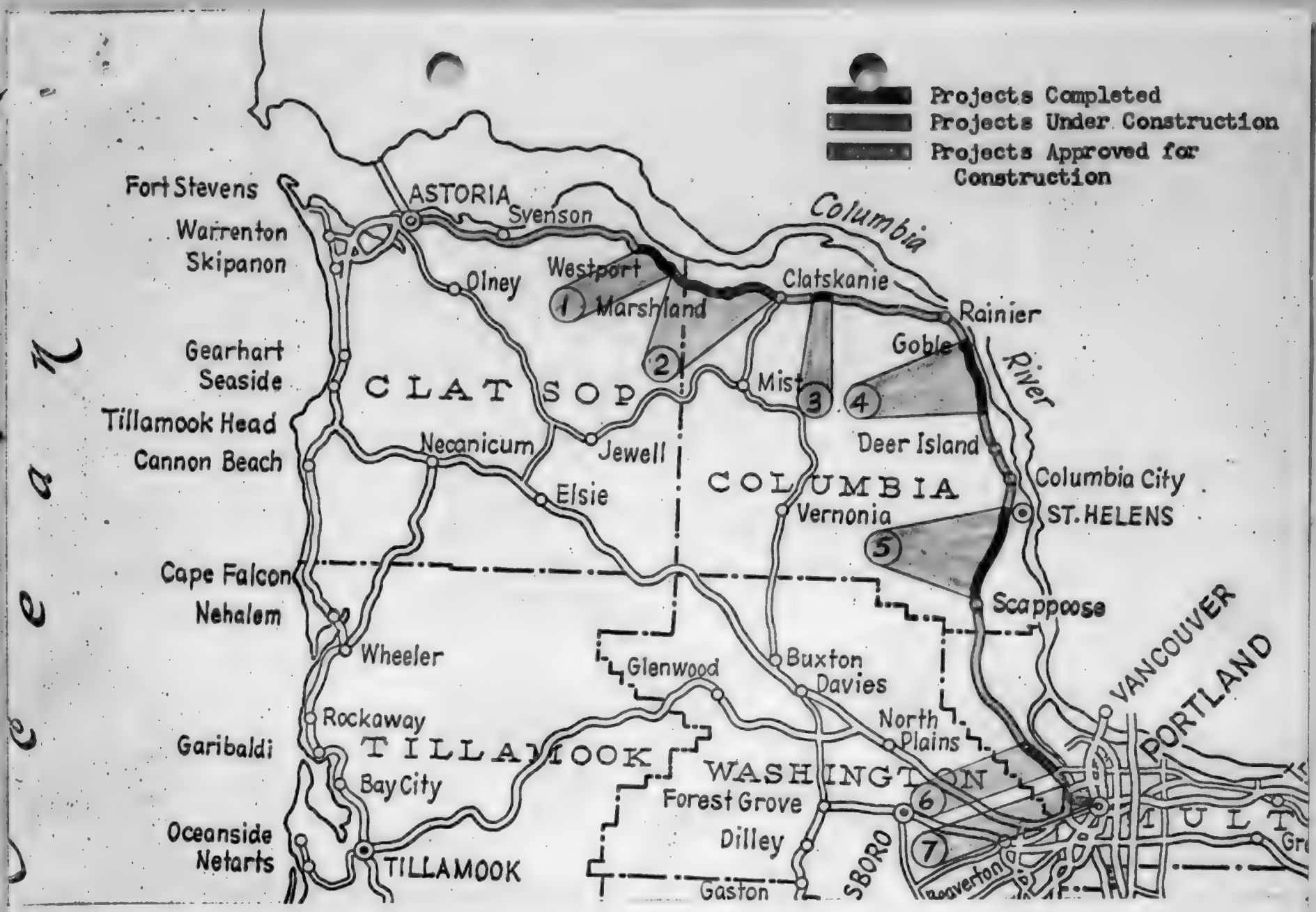
In this connection, will you please have someone give me the status of improvements, past, present, and future, with arithmetic.

Delivered by hand 4/29/64 LZP

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe



ASTORIA-PORTLAND SECTION

COLUMBIA RIVER HIGHWAY - US 30

CONSTRUCTION PROJECTS - PAST FIVE YEARS

April 28, 1964

	Status or Date Constructed	Estimated Cost
COLUMBIA RIVER HIGHWAY US 30		
1. Wauna-Westport, 2.5 mi. G-P-Bridge	1959	$ 572,000
2. Westport-Clatskanie, 8.9 mi. G-P	Under Constr.	3,982,000
3. Clatskanie Slide Correction, 0.5 mi. G-P	1960	89,000
4. Goble-Tide Creek, 5.1 mi. G-P-Bridge	1959-60	1,347,000
5. St. Helens-Scappoose, 7.2 mi. Paving	1960-61-62	134,000
6. W. City Limits-St. Johns Bridge (Portland), 3.56 mi. G-P	Under Constr.	2,617,000
7. N.W. 27th Ave.-W. End Burnside Bridge (Portland), 1.68 mi. Paving	Programmed	35,000
		$8,776,000

RECEIVED
JUN 10 1963
FORM C-1832 SDH 5-63

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

June 7, 1963

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland 9, Oregon

ATTENTION: Mr. H. F. Moy

Re: Proposed Railroad-State Agreement
Delena-Rainier Section
Columbia River Highway
Columbia County

Gentlemen:

We are planning a grading and paving project of the Columbia River Highway between Delena and the intersection of the lower Columbia River Highway with Seventh Street in Rainier. We are sending, for your information, under separate cover, four copies of encroachment map, our file #8B-27-21, four copies of encroachment cross sections, our file #8B-27-22, and four copies of necessary easements for a portion of this section which has not been placed on our tentative schedule of contract lettings.

The proposed new alignment is generally northerly of and roughly parallel to the existing highway. We find it necessary to ask for easements for encroachments on your right of way from 12th Street to near 6th Street in the City of Rainier, as shown on our aforementioned encroachment map.

If these plans meet with your approval, please prepare the necessary construction agreement and indenture for the project.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY LLOYD F. SHAW
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:hjh

cc: L. F. Shaw
R. D. Asburry
F. W. Sagner

RECEIVED
JUN 1 1963
OFFICE OF
CHIEF ENGINEER

RECEIVED
APR 10 1963
FOR FILING

April 9, 1963

Mr. James V. Durbin
Chairman, Tourism Committee
Columbia County Development Committee
Rainier, Oregon

Dear Mr. Durbin:

This is in answer to your letter of April 4 concerning the relocation of the Lower Columbia River Highway between Deleno and Rainier.

The Highway Commission has made a survey for this proposed improvement but has not as yet, due to the lack of funds, been able to place the construction on any approved program. The Commission and the Department are aware of the deficiencies in the existing route but until such times as future programs are considered, we could only speculate as to a probable date that construction could begin.

We realize that this is not a very satisfactory answer, and if there is any factual data or information that is desired, anything available will be promptly furnished at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Mr. Forrest Cooper
Mr. Victor D. Wolfe

Columbia County

Oregon

TO LIVE BETTER AND MAKE A BETTER LIVING

COLUMBIA COUNTY LT

Development Commission

FROM THE DESK OF

James V. Durbin

Rainier, Oregon

April 4, 1963

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon

Dear Mr. Cooper:

It is known in Rainier that the State Highway Department has plans to relocate a section of Highway 30 from a point in Rainier west to eliminate the section of Highway 30 west known as "Rainier hill". The relocation of this section of highway, combined with work now in progress in Linnton, and work planned west of Clatskanie, will have a profound effect on traffic through Columbia County on Highway 30.

As chairman of the newly formed association for promotion of tourism in Columbia County, may I request any information your office can furnish to indicate the location of work in Rainier and an estimate of when the work would be started, etc.

NOTED
R. L PORTER

Sincerely,

James V. Durbin

Chairman, Tourism Comm.

RECEIVED
APR 5 1963
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1963
OREGON
STATE HIGHWAY COMMISSION

F-196(25)	Sweet Home-Foster Sec., Santiam Hwy. (Grading and structure)	1966
#6907		

C4R 3026

Monthly transaction number	PR-2A 10-65 U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
11-42		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
12	(PPM 21-7)	Linn
Modification number	11-26-68	Project number
2		F-196(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 1, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 555,185	$ 561,740
Federal funds	$ 352,500.00	$ 356,700.00
Other revisions		

This modification is made for the following reasons:

Revised estimate including increase in Flagging cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 20 day of November, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J B Kluboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By L L Green
(Division Engineer)
For R. E. SIMPSON, Division Engineer

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. F-196(25)

SWEET HOME-FOSTER SECTION OF THE

SANTIAM HIGHWAY IN LINN COUNTY

Revised project agreement estimate.

Salem, Oregon, November 12, 1968

Type Code 6202
Roadway (Sta. 1330+50 to Sta. 1642+02) (Contract No. 6907)

Subtotal previous estimate of November 20, 1967		$504,714.50
Previous Estimate		
Flagging (57-1/2% of contractor's cost)	All Required	$ 5,000.00
Revised Estimate		
Flagging (57-1/2% of contractor's cost)	All Required	$ 10,959.88
Net Increase		$ 5,959.88
Subtotal		$510,674.38
10% Engr. & Cont.		51,065.62
Total		$561,740.00

Length of Roadway . . . . . - 2.112 miles
Cost of Roadway per Mile - - - $265,975.37

Federal Funds	$356,700.00
State Funds	205,040.00
	$561,740.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 539, Laws 1939.
State Funds for Maint.: Chap. 539, Laws 1939.

Prefix 22-1026

F-196(25)

Monthly transaction number: 12-37	FORM PR-2A (REV. -65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 8 # 6907	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 12-8-67	County: Linn
Modification number: 1		Project number: F-196(25)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on September 1, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 554,553	$ 555,185
Federal funds	$ 352,110.00	$ 352,500.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include signing previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 8 day of December, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kabor

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-196(25)

SWEET HOME-FOSTER SECTION OF THE

SANTIAM HIGHWAY IN LINN COUNTY

Revised project agreement estimate to include signing previously retained in program status.

Salem, Oregon, November 20, 1967

Term Grade & Surface (Sta. 153+50 to Sta. 164+02)(Contract No. 6907)

Clearing and Grubbing	All Required			$ 8,000.00
Ditch Excavation, Unclassified	140	cu.yd.	$ 3.00	420.00
General Excavation, Unclassified	47,000	cu.yd.	1.03	48,410.00
Finishing Roadbed and Slopes	2.11	mile	2,500.00	5,275.00
Trench Excavation	3,960	cu.yd.	4.00	15,840.00
Watering	320	M-gal.	5.00	1,600.00
RS-1 Asphalt in Watering	13,000	gal.	0.30	3,900.00
3/4" - 0 Material in Base	6,340	ton	2.00	12,680.00
Plant-Mix Stone Base	64,000	ton	1.85	118,400.00
3/4" - 0 Material in Prime Coat	480	cu.yd.	4.25	2,040.00
RC-250 Asphalt in Prime Coat	75	ton	50.00	3,750.00
RS-1 Asphalt in Tack Coat	6	ton	50.00	300.00
Class "B" Asphalt Concrete Mixture	21,500	ton	4.25	91,375.00
Asphalt Cement in Mixture	1,190	ton	31.50	37,485.00
Loose Riprap	90	cu.yd.	6.00	540.00
36-inch Culvert Pipe	46	lin.ft.	14.00	644.00
48-inch Culvert Pipe	40	lin.ft.	28.00	1,120.00
60-inch Culvert Pipe	64	lin.ft.	32.00	2,048.00
78-inch Culvert Pipe	190	lin.ft.	45.00	8,550.00
8-inch Storm Sewer Pipe	2,500	lin.ft.	3.00	7,500.00
12-inch Storm Sewer Pipe	4,100	lin.ft.	5.00	20,500.00
15-inch Storm Sewer Pipe	2,370	lin.ft.	7.00	16,590.00
18-inch Storm Sewer Pipe	2,330	lin.ft.	8.00	18,640.00
21-inch Storm Sewer Pipe	1,330	lin.ft.	9.75	12,967.50
24-inch Storm Sewer Pipe	370	lin.ft.	12.00	4,440.00
48-inch Culvert End Sections	2	only	200.00	400.00
Concrete Manholes	30	only	275.00	8,250.00
Concrete Inlets Type "CB-1"	70	only	115.00	8,050.00
Concrete Inlets Type "D"	2	only	175.00	350.00
Concrete Inlets Type "CO-2"	2	only	150.00	300.00
Adjusting Manholes	24	only	60.00	1,440.00
Reconstructing Concrete Manholes	2	only	250.00	500.00
Concrete Curbs	680	cu.yd.	38.50	26,180.00
Concrete Driveways	1,260	sq.yd.	5.10	6,426.00
Concrete Walks	260	sq.yd.	4.15	1,079.00
Extra for A.C. Concrete Approaches	90	only	35.00	3,150.00
				$499,139.50

Flagging (57)% of Contractor's Cost)	All Required	$ 5,000.00
Approved E.W.O. 3 Temporary Signing	All Required	575.00
		$ 5,575.00
	Subtotal	$504,714.30
	10% Engr. & Cont.	50,470.70
	Total	$555,185.00

Length of Roadway - - - - - - - - - - - - - 2.112 Miles
Cost of Roadway Per Mile - - - - - - - - - $262,871.69

Federal Funds - - - - - - - - - - - - -

[redacted]

[redacted]

Concrete Walks	500 sq.yd.	$4.15	$ 2,075.00
Anticipated Items			
Move Mailboxes	All Required		$ 1,100.00
Seeding and Mulching	All Required		500.00
S.F.O.) Signing	All Required		500.00
			$ 2,100.00
Utilities			
Work by Pacific Power and Light	All Required		5,000.00
Work by Linn Co. Telephone	All Required		500.00
Work by City of Sweet Home	All Required		9,000.00
Work by S.P.L.I. Co.	All Required		16,400.00
			$30,900.00
		Total	$35,075.00

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-20		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
4 #6907	(PPM 21-7) 9-1-66	Linn
		PROJECT NO. F-196(25)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Sweet Home - Foster Section, of the Santiam Highway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-66	2.112
OTHER (Specify)		

FUNDS Pro Rata 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 554,553	$ 352,110.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xx A. W. Parsons
(Division Engineer)

By L. R. Backlund, Administrative Manager

Date executed by Division Engineer SEP 1 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. F-196(25)

SWEET HOME-FOSTER SECTION OF THE

SANTIAM HIGHWAY IN LINN COUNTY

Project agreement estimate.

Salem, Oregon, August 17, 1966

Type Code 6202
Roadway (Sta. 1530+50 to Sta. 1642+02)(Contract No. 6907)

Clearing and Grubbing	All Required			$ 8,000.00
Ditch Excavation, Unclassified	140	cu.yd.	$ 3.00	420.00
General Excavation, Unclassified	47,000	cu.yd.	1.03	48,410.00
Finishing Roadbed and Slopes	2.11	mile	2,500.00	5,275.00
Trench Excavation	3,960	cu.yd.	4.00	15,840.00
Watering	320	M-gal.	5.00	1,600.00
SS-1 Asphalt in Watering	13,000	gal.	0.30	3,900.00
3/4" - 0 Material in Base	6,340	ton	2.00	12,680.00
Plant-Mix Stone Base	64,000	ton	1.85	118,400.00
3/4" - 0 Material in Prime Coat	480	cu.yd.	4.25	2,040.00
RC-250 Asphalt in Prime Coat	75	ton	50.00	3,750.00
RS-1 Asphalt in Tack Coat	6	ton	50.00	300.00
Class "B" Asphalt Concrete Mixture	21,500	ton	4.25	91,375.00
Asphalt Cement in Mixture	1,190	ton	31.50	37,485.00
Loose Riprap	90	cu.yd.	6.00	540.00
36-inch Culvert Pipe	46	lin.ft.	14.00	644.00
48-inch Culvert Pipe	40	lin.ft.	28.00	1,120.00
60-inch Culvert Pipe	64	lin.ft.	32.00	2,048.00
78-inch Culvert Pipe	190	lin.ft.	45.00	8,550.00
8-inch Storm Sewer Pipe	2,500	lin.ft.	3.00	7,500.00
12-inch Storm Sewer Pipe	4,100	lin.ft.	5.00	20,500.00
15-inch Storm Sewer Pipe	2,370	lin.ft.	7.00	16,590.00
18-inch Storm Sewer Pipe	2,330	lin.ft.	8.00	18,640.00
21-inch Storm Sewer Pipe	1,330	lin.ft.	9.75	12,967.50
24-inch Storm Sewer Pipe	370	lin.ft.	12.00	4,440.00
48-inch Culvert End Sections	2	only	200.00	400.00
Concrete Manholes	30	only	275.00	8,250.00
Concrete Inlets, Type GB-1	70	only	115.00	8,050.00
Concrete Inlets, Type D	2	only	175.00	350.00
Concrete Inlets, Type CG-2	2	only	150.00	300.00
Adjusting Manholes	24	only	60.00	1,440.00
Reconstructing Concrete Manholes	2	only	250.00	500.00
Concrete Curbs	680	cu.yd.	38.50	26,180.00
Concrete Driveways	1,260	sq.yd.	5.10	6,426.00
Concrete Walks	260	sq.yd.	4.15	1,079.00
Extra for A.C. Concrete Approaches	90	only	35.00	3,150.00
				$499,139.50
Flagging (57½% of Contractor's Cost)	All Required			5,000.00
	Subtotal			$504,139.50
	10% Engr. & Cont.			50,413.50
	Total			$554,553.00

Length of Roadway - - - - - - - - 2.112 Miles
Cost of Roadway Per Mile- - - - $262,572.44

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$554,553.00	$352,110.00	$202,443.00
Retained in Program Status			
Signing	$ 1,100.00	$ 690.00	$ 410.00
	$555,653.00	$352,800.00	$202,853.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

SWEET HOME-FOSTER SECTION

STATE WORK

Concrete Walks	500 sq.yd.	$4.15	$ 2,075.00
Anticipated Items			
Move Mail Boxes	All Required		$ 1,100.00
Seeding and Mulching	All Required		500.00
			$ 1,600.00
Utilities			
Work by Pacific Power and Light	All Required		$ 5,000.00
Work by Linn Co. Telephone	All Required		500.00
Work by City of Sweet Home	All Required		9,000.00
Work by S.P.R.R. Co.	All Required		16,400.00
			$30,900.00
Total			$34,575.00

Oregon State Highway Department

Federal-Aid
Project No. F-196(25)

SWEET HOME-FOSTER SECTION OF THE

SANTIAM HIGHWAY IN LINN COUNTY

P.S.&E. Estimate

Salem, Oregon, June 28, 1966

Type Code 6202
Roadway (Sta. 1530+50 to Sta. 1642+02)

Clearing & Grubbing	All Required	$	$ 9,000.00
Ditch Excavation, Unclassified	140 cu.yds.	2.50	350.00
General Excavation, Unclassified	47,000 cu.yds.	1.20	56,400.00
Finishing Roadbed & Slopes	2.11 miles	1,500.00	3,165.00
Trench Excavation	3,960 cu.yds.	3.00	11,880.00
Watering	320 M-gals.	3.00	960.00
SS-1 Asphalt in Watering	13,000 gals.	0.35	4,550.00
3/4" - 0 Material in Base	6,340 tons	2.00	12,680.00
Plant Mix Stone Base	64,000 tons	2.00	128,000.00
3/4" - 0 Material in Prime Coat	480 cu.yds.	5.50	2,640.00
RC-250 Asphalt in Prime Coat	75 tons	60.00	4,500.00
RS-1 Asphalt in Tack Coat	6 tons	75.00	450.00
Class "B" Asphalt Concrete Mixture	21,500 tons	5.75	123,625.00
Asphalt Cement in Mixture	1,190 tons	32.00	38,080.00
Loose Riprap	90 cu.yds.	6.00	540.00
36-inch Culvert Pipe	46 lin.ft.	14.50	667.00
48-inch Culvert Pipe	40 lin.ft.	25.00	1,000.00
60-inch Culvert Pipe	64 lin.ft.	35.00	2,240.00
78-inch Culvert Pipe	190 lin.ft.	48.50	9,215.00
8-inch Storm Sewer Pipe	2,500 lin.ft.	2.25	5,625.00
12-inch Storm Sewer Pipe	4,100 lin.ft.	3.00	12,300.00
15-inch Storm Sewer Pipe	2,370 lin.ft.	3.75	8,887.50
18-inch Storm Sewer Pipe	2,330 lin.ft.	4.75	11,067.50
21-inch Storm Sewer Pipe	1,330 lin.ft.	5.50	7,315.00
24-inch Storm Sewer Pipe	370 lin.ft.	7.00	2,590.00
48-inch Culvert End Sections	2 only	200.00	400.00
Concrete Manholes	30 only	250.00	7,500.00
Concrete Inlets, Type "CB-1"	70 only	100.00	7,000.00
Concrete Inlets, Type "D"	2 only	100.00	200.00
Concrete Inlets, Type "CG-2"	2 only	125.00	250.00
Adjusting Manholes	24 only	100.00	2,400.00
Reconstructing Concrete Manholes	2 only	200.00	400.00
Concrete Curbs	680 cu.yds.	40.00	27,200.00
Concrete Driveways	1,260 sq.yds.	4.50	5,670.00
Concrete Walks	260 sq.yds.	4.25	1,105.00
Extra for A.C. Concrete Approaches	90 only	40.00	3,600.00
			$ 513,452.00

Flagging (57½% of Contractor's Cost)	All Required	$ 5,000.00
Signing	All Required	1,000.00
		$ 6,000.00
	Subtotal	$519,452.00
	10% Engr. & Cont.	51,945.00
	Total	$571,397.00

Length of Roadway - - - - - - - - - - - - 2.112 Miles
Cost of Roadway Per Mile - - - - - - - $270,547.82

Federal Funds - - - - - - - - - - - -

SWEET HOME-FOSTER SECTION

STATE WORK

Concrete Walks	500 sq.yds.	$ 4.25	$ 2,125.00

Anticipated Items

Move Mail Boxes	All Required	$ 1,100.00
Seeding & Mulching	All Required	500.00
		$ 3,725.00

Void

Sweet Home - Foster Section

State Work

Concrete Walks	500 sq.yd.	$4.25	$ 2,125.00
Anticipated Items			
Move Mail Boxes	All Required		$ 1,100.00
Seeding and Mulching	All Required		500.00
			$ 1,600.00
Utilities			
Work by Pacific Power and Light	All Required		$ 5,000.00
Work by Linn Co. Telephone	All Required		500.00
Work by City of Sweet Home	All Required		9,000.00
Work by S.P.R.R. Co.	All Required		16,400.00
			$30,900.00
		Total	$34,625.00

RECEIVED
APR 5 - 1968
FOR FILE
F-196(25)
6907

April 5, 1968

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

A post-final payment for $109.71 will be made to Morse Bros., Inc., on Contract No. 6907 for grading and paving the Sweet Home-Foster Section of the Santiam Highway in Linn County as soon as the warrant is prepared.

The total amount paid on this contract will be $517,152.19 including the post-final payment. Of the total $17,568.31 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

C. H. Maison
Attn: John Herr

REFERRED
JAN 17 1968
FOR FILE

F-196(25)
6907

January 17, 1968

General Insurance Company
of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6907 awarded to Morse Bros., Inc., for grading and paving on the Sweet Home-Foster Section of the Santiam Highway in Linn County was completed on October 25, 1967, and accepted by the Highway Commission on January 16, 1968.

Final payment in the amount of $25,606.52 will be released to the contractor after January 24, 1968. The total contract amount is $517,042.48 including $17,568.31 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 17 1968
FOR FILE

F-196(25)
6907

January 16, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 25, 1967, on Contract No. 6907. The contract was with Morse Brothers, Inc., and was for grading and paving on the Sweet Home-Foster Section of the Santiam Highway in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 16, 1968.

This matter will be on the agenda for confirmation at the January 23 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

arb jes

F-196(25)
6907

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Sweet Home-Foster		WEEK ENDING: Dec. 2, 1967
		SECTION PREFIX: 22-1026
HIGHWAY: Santiam		COUNTY: Linn
NAME OF JOB: Sweet Home-Foster	KIND OF WORK: grading and paving	
CONTRACTOR: Morse Bros. Inc.	CONTRACT NUMBER: 6907	FEDERAL AID PROJECT NUMBER: F-196(25)
DATE OF CONTRACT: 8/10/66	DATE WORK STARTED: 8/10/66	~~EXPIRATION~~ COMPLETION DATE: 10/25/67
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 419	CALENDAR DAYS USED: 422
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101
PROJECT AUTHORIZATION: $607,178.81		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $564,001.63	ENGINEERING AUTHORIZATION: $43,177.16	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $530,000	ENGINEERING COST TO DATE: $84,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN + 1.0 % UNDERRUN	PERCENT OF AUTHORIZATION: 194 %	DATE PROJECT WAS COMPLETED: 10/25/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.11	2.11			2.11
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.11	2.11			2.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)	47,000 cy	70,300 T			21,500 T
TOTAL QUANTITIES CORRECTED TO DATE	44,449	70,600			20,070
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	same	same			same
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	8hrs			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	cldy			
SATURDAY				

Routing
Mont...
Decker
Bond
Barbee
Scott
Walker
Cram
Sw...
Engineer

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No work by contractor, project completed

Semi-final estimate submitted to Division Office on Thursday.

Survey crew worked on project setting R/W pins.

PROJECT COMPLETED

FINAL REPORT

SIGNED Kent Clark Res. Engr. LOCATION Albany

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 1 8 1967

F-196(25)

6407

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1967

SUBJECT: File No. 38605
Ed Henthorne
Sweet Home-Foster Sec.
Santiam Highway
Linn County

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

As requested by your letter of November 13th, Mr. Virgil Wilson of this office called on Mr. Henthorne, and you will find his report of the action taken attached hereto.

It is suggested that you read carefully the last paragraph of Mr. Wilson's letter, and note the extent to which Mr. Wilson went beyond the line of duty to accommodate this somewhat caustic and irritated property owner.

This work had been done in a slipshod and careless manner by a tradesman supposedly knowing his business. Mr. Wilson, being a meticulous workman himself, was able to spot the trouble and through his efforts, left Mr. Henthorne a happy and satisfied customer.

E. J. BENNER
District Supervisor
Right of Way

EJB·sm
Attachment

cc: F. B. Klaboe
F. D. Morgan
R. D. Asburry
G. E. Rohde
Keats Oliver

NOTED
F. B. KLABOE

RECEIVED
DEC 21 1967

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 22, 1967

SUBJECT: File 38605-Ed Henthorne
Sweet Home-Foster Section
Santiam Highway
Linn County

To: Mr. E. J. Benner
District R/W Supervisor
E. Salem Hwy. Bldg.
Salem, Oregon

Mr. Henthorne was contacted concerning a complaint of a leaky gutter that had been installed by a private party at State's expense.

Mr. Henthorne's first question was, "Are you one of the big shots from Salem?" Informed Mr. Henthorne that the last part of his question was correct, I was from Salem.

An inspection of the gutter revealed a poor installation job had left a half inch gap between the facia board and the gutter, allowing the water to run off of the roof between the facia and the gutter.

Mr. Henthorne brought up other items previously mentioned in his letters, namely slope of the bank (in the right of way). He stated that the bank was left unfinished and irregular to use as a club over his head to sign a release from damage if errosion or sliding of the bank occurs. The bank has been seeded and mulched and looks dressed up. (Unless you have a critical eye).

Mr. Henthorne also complained for his neighbor, file 38607, Graham. He stated that Mr. Graham had agreed to donate the land for right of way if the Highway Department did not leave a ditch in front of his property, but a ditch was left. Also the trailer court sign had been hit by contractors equipment that bent the iron pipe stand. A slight ditch does exist, but it looks necessary for proper drainage. This area has also been seeded and mulched, so no further work is contemplated to level the area.

The writer tried to locate a carpenter at a local lumber yard to make the repair of the leaky gutter, but all available carpenters were busy, so the necessary materials were purchased and a ladder, hammer and tin snips borrowed from the local lumber company, and the leaky gutter was repaired by the agent. Mr. Henthorne appeared on the scene when the job had been completed and was asked if he would like to inspect the repaired gutter on the ladder. He stated that it looked fine from the ground and did not climb the ladder to make the inspection.

Virgil P. Wilson

VIRGIL P. WILSON
Right of Way Agent

VPW:jg
cc: D. H. MOEHRING

RECEIVED
NOV 24 1967
FOR GOVERNMENT

F-196(25)
6907

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: November 20, 1967

In reply refer to: 08-35.7

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Div Engr, by C. J. Mathias, Div R/W Officer
Salem, Oregon

SUBJECT: Oregon Project F-196(25)
Sweet Home - Foster
Disposal of Right of Way, File No. 38953, Emmert
(Mr. J. R. Oakes' November 6 letter)

Mr. Oakes' letter requested our concurrence in revising the construction plans to eliminate the easement in order that the area could subsequently be sold to Mr. Emmert. Other material submitted with Mr. Oakes' letter indicates that due to construction changes the area is no longer needed for highway purposes; therefore, we concur in the proposal to eliminate the easement.

Since Federal funds did not participate in the acquisition no credit is necessary.

The transmittal letters of future cases involving disposal of right of way should comment upon the four points enumerated in paragraph 2g of PPM 80-5.

Orig to Mac'ning
11-22-67
copy to Young
11-24-67

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Porter C

FORM E-123X 10M 6-67

RECEIVED
NOV 3 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
DAVID B. SIMPSON, MEMBER, PORTLAND
FRED W. HILL, MEMBER, HELIX

F-116(25)

6701

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 6, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Project No. F-196(25)
File No. 38593-Emmert
Sweet Home-Foster Section
South Santiam Highway
Linn County

Dear Sir:

Mr. Emmert, the grantor on the above file, requested that the State release the slope easement that was part of the taking. This slope easement is shown colored in blue on the attached Sheet No. 5 of the Construction plans and on a segment of the Right of Way map. Mr. Emmert stated that the grade of the surrounding property had been brought to the level of the highway.

NOTED
R. L. PORTER

Our engineers have checked the situation in the field and approve releasing the easement as shown in the attached copy of a letter from Mr. Gerald Wimer to myself on October 13, 1967, which has been approved by the Construction Division.

We request your concurrence in the revision of the Construction plans to eliminate the easement so that we may release the easement to Mr. Emmert for the $25 value assigned to this parcel. The release of this easement is in the interest of the public, as it will allow full evaluation of the land in the tax rolls.

Very truly yours,

G. E. ROHDE
Chief Counsel

JRO:AB
Attachments
cc: R. L. Porter
F. B. Klaboe
L. H. Young
G. E. Rohde
M. R. Mitchell

John R. Oakes
Assistant Right of Way Engineer

RECEIVED
1967
STATE HIGHWAY ENGR.

RECEIVED
NOV 6 - 1967
FOR FILING

F-196(25)
6907

2038

November 6, 1967

Mr. Richard E. Kingsley
Morley, Thomas, Orona & Kingsley
Attorneys at law
80 E. Maple Street
Lebanon, Oregon 97355

Dear Mr. Kingsley:

Re: R/W File 38595 - H. M. Hayes
Sweet Home-Foster Section
South Santiam Highway

As requested in your October 20 letter on behalf of E. G. Stewart, proprietor of the Corner Grocery Store. located on the remainder of this property, we have had our staff investigate your request that a short section of curbing in the southeast quadrant of the Clark Mill Road intersection be removed to provide a roadway in front of the store connecting with Clark Mill Road. Both you and Mr. Stewart were contacted in the course of the investigation and it was explained that legally we own the access rights and have no obligation to do so.

We have further checked and determined that no commitment was made for such a connection. However, we recognize Mr. Stewart's hardship situation and, because of this, will be willing to remove that portion of the curbing exterior to a point 44 feet from centerline if:

1. He will first make arrangements for doing the regrading work on the 4 feet of his private property and the 6 feet of the right-of-way back of the curb line necessary to accommodate such a roadway.

2. He will furnish evidence of these arrangements to our District Maintenance Superintendent, H. C. Johnson, 3700 Philomath Highway, Corvallis; telephone 753-5210.

Mr. Johnson, by a copy of this letter, is instructed to remove the curb in question once he has evidence that Mr. Stewart is in a position and has arranged to proceed.

We trust that this arrangement is satisfactory to you and Mr. Stewart and will accomplish what each of you desire and improve his business.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Harold Wyman, City Manager, Sweet Home
Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
Keats Oliver
H. C. Johnson - Enc.

GW:am srb

FORM S-20X—30M—7-66

Routing

Morgan
Decker
Bond
Barbee
Walker
John

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
NOV 1967
CONSTRUCTION
DIVISION

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 2, 1967

SUBJECT: Assignment FBK-2038 and 1145-P
R/W File 38595 - H. M. Hayes
Sweet Home-Foster Section
South Santiam Highway

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Richard E. Kingsley, of Morley, Thomas, Orona & Kingsley, on behalf of his client, E. G. Stewart, operator of the Corner Grocery Store in the southeast corner of the Clark Mill Road intersection, by October 20 letter asked that a portion of the curb in the intersection be removed to provide access to Clark Mill Road.

During the process of on-site investigation, Mr. Stewart and, subsequently, Mr. Kingsley were contacted. The matter has been investigated previously. A copy of my July 10 letter to Elmer P. and Mary R. Wilson, who were apparently then the operators of the store, is attached. Also attached is a copy of John Oakes' April 24 letter to Earl McFarlan of McFarlan & Danielson relative to access to the property. Also attached are sketches showing the subject taking and a separate sketch showing a 1953 taking under Right of Way File 19786.

We should refuse the current request but this is a hardship case and because of this it is recommended that we concur with removal of a short section of curb providing Mr. Stewart does the necessary work back of the curb line. Although allowing such is not desirable from a traffic standpoint, it will not seriously affect traffic and is in keeping with some other curb returns on the portion of this section outside the city limits where because of business approaches the curb returns were only taken to the back of the sidewalk. Even with the curb removal requested, there will still be three feet of curb back of the sidewalk area. The curb now extends to the right of way line. It will require the removal of the curb to within 44 feet of centerline to provide a 10-foot opening. Four feet of this will be on private property, the balance on our right of way. I doubt that this opening will completely save this borderline business but it could help and allowing such would indicate our attempt to cooperate. This property is within the City of Sweet Home. Their City Manager, Harold Wyman, has no strong objection.

A rough draft reply is attached.

RECEIVED
NOV 3 1967
OFFICE OF
HIGHWAY ENGINEER

R. D. Asburry
Division Engineer

By
Originally signed by, Gerald Wimer
Gerald Wimer
Assistant Division Engineer

GW:am
cc Keats Oliver
Howard C. Johnson

LAURENCE MORLEY
WILLIAM R. THOMAS

M. MAURICE ORONA
RICHARD E. KINGSLEY

MORLEY, THOMAS, ORONA, & KINGSLEY
ATTORNEYS AT LAW
PHONE 258-3194
80 E. MAPLE ST.
LEBANON, OREGON 97355

October 20, 1967

REFERRED TO
BY SECRETARY

OCT 23 67

State of Oregon
State Highway Department
1905 Lana Avenue, N. E.
Salem, Oregon

Re: E. G. Stewart - Sweet Home
Corner Grocery

Gentlemen:

This office represents Mr. E. G. Stewart, the operator of the Corner Grocery located at the corner of Highway #20 and Clark Mill Road, Sweet Home, Oregon.

There seems to be some confusion on Mr. Stewart's part, and perhaps on the part of the State Highway Department, regarding the curbing installed as the result of the relocation of the road.

I am advised by Mr. Stewart, and I have seen, that the curbing extends a considerable distance off of the relocated Highway #20 and on to Clark Mill Road and he tells me that he was supposed to have an entry from Clark Mill Road, which this curbing would prevent.

Would you please have the engineer, or whomever handles these matters, call or write me regarding this.

Yours very truly,

MORLEY, THOMAS, ORONA
& KINGSLEY

R E Kingsley

Richard E. Kingsley

REK:k

Routing
Morgan
Dreker
Bond
Barbee
Walker
Glenn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield

RECEIVED
OCT 27 1967
CONSTRUCTION
DIV.

RECEIVED
OCT 23 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DIVISION ENGINEER - Division No. 2
OCT 30 1967
ROUTING
ASBURRY ☐ WIMER ☐ BOYD ☐
CANFIELD ☐ ☐ ☐

FORM S-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 10, 1967

R/W File 38595 - Hazel M. Hayes
Sweet Home-Foster Section
South Santiam Highway

Elmer P. and Mary R. Wilson
3103 So. Santiam Highway
Sweet Home, Oregon

Dear Sir and Madam:

Your son Warren Wilson apparently called the State Highway Department here in Salem on or about June 20th relative to the effects of our current construction on the remainder of the subject taking. As a result of which you were contacted by our Resident Engineer Keats Oliver. As he explained, most of the parking in front of the "Corner Grocery" store you operate is on the highway right of way. This right of way is now needed for highway widening purposes. This widening will consist of two travelled lanes in each direction and a parking lane. There will be room for a small amount of parallel curb parking in front of your business and the immediate vicinity. This will remain until such time as there is need for a left-turn refuge. Such a refuge would require the City of Sweet Home and the State Highway Department to prohibit curb parking. It is not likely that there will be a left-turn refuge for some time.

The curb returns at the intersections on this project will extend on to the side streets far enough to accommodate the entire curb radius. The only exception to this is the hardship cases. For this reason, the curb return in the Southeast quadrant of the Clark Mill Road Interchange will be stopped at the right of way line. Possibly, there will be enough room remaining for small vehicles North-bound on Clark Mill Road to turn in front of your store between the store and the curb. Some work on your part may be required to do so including securing a permit from the County. I cannot guarantee that there will be room for such, in fact I would instead recommend that you curb Clark Mill Road across your frontage to provide for additional curb parking.

We do sympathize with you and your parking problem, but it is a result of the old store building having been constructed too close to the highway without adequate provision for parking other than the aforementioned free use of the right of way until it has become needed for roadway purposes. As we had no control over where the building was originally located, and our taking did not further complicate the problem, we were in no position to keep it from occurring and therefore have no obligation to ease the situation. It can best be corrected by the property owner by the construction of the aforementioned curb on Clark Mill Road.

Should you have further questions regarding how our project will be constructed, please contact Keats Oliver, 3400 Spicer Road, Oregon State Highway Dept., Albany, Oregon, phone 926-5571 Ext. 54.

Yours very truly,
F. D. Asburry
Division Engineer
By Gerald W. Wimer
Assistant Division Engineer

NOTED
J. G. CANFIELD

NOTED
J. B. BOYD

GWW/bdr
cc: F. D. Morgan
Dave Moehring
Keats Oliver

R. D. Asburry

FORM B-123 5ON 7-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 24, 1967

Mr. Earl McFarlan
Attorney at Law
1417 Main Street
Sweet Home, Oregon 97386

Our File No. 38595
Sweet Home-Foster Section
Santiam Highway
Linn County

Dear Sir:

In reply to your letter of April 21, I am enclosing a print of Sheet No. 6 of the construction plans for the above project on which I have shown the location of the approach that will be built to serve the above property.

The approach will be constructed 16' in width upon a 35' reservation, as delineated in the option signed by Mr. and Mrs. Stewart and amended by the letter to Mrs. Hayes of May 27, 1966, signed by Earl F. Saling, Right of Way Office Engineer.

I am also returning a copy of your map showing this location.

We hope this information will be sufficient to answer your questions on the above matter. If not, please contact us again.

Very truly yours,

G. E. ROHDE
Chief Counsel

NOTED
J. B. BOYD

John R. Oakes
Assistant Right of Way Engineer

JRO:CE
Enclosures
cc: G. E. Rohde
R. D. Asburry
E. J. Benner

NOTED

4-27-67
cc George Wirrick : For your information and guidance.
Gerald Wimer

Map 8B-33-18

SWEET HOME

chell
469

+50

+00

65'

55'
55'

65'

F & M. Middelton
141-475

240-316

C. & G.
267-

6455° Lt.

11090° Lt.

38594

38597

15.150°Lt.

385

345°

345°

330°

70'
50'

+00

50'

50'

38595

38596

75°

35'

6500° Rt.

1577 +00

35'

H. M Hayes
185-737

+70

30.850° Rt.

L M Henthorne
303-225

nmert
10
83

P.O.T.

CLARK MILL ROAD

SWEET HOME - FOSTER SECT.
Santiam Highway; Linn County
SKETCH MAP, R/W ACQUIRED
FROM HAZEL M. HAYES
R/W File No. 38595
Deed Recorded July 7, 1966

SWEET

D.L. & E.F. Cochran
169 - 817

19784

RA

Deed RW 13785 B. 232 - P653

Map 58-34-1

HOME

C.M. Terry
146 - 373

C.M. Terry
146 - 373

F.H. & M.O. Middleton
181 - 415

Lloyd L. & Dorena R. Sloan
225 - 744

19787

Sold to Archie Boggs

RA

Deed RW 13600
B 231 - P 232

RA

Deed RW 13601
B 231 P 234

RA

Deed RW 13581
B 231 - P 190

13780

19783

C.A. & Helen Fickert
188 - 621
173 - 759

Trailer Park entrance

So 15811+60 - 25

RA

Deed RW 1729
B. 232 - P 153

Lane

50'

50'

RW 13598 RA
P 199

19785

1573+30
25'

Floyd & Grace Emmert
152 - 240
160 - 183

PAL

Lot 1

Deed RW 13591
B 231 - P 230

RA

SF & H.M. Hayes
185 - 737

Deed RW 13728
B. 232 P 198

RA

19782

Deed RW 13583
B 231 - P 118

RA

B.J. & S.M. Hill
202-505

Deed RW 13583A
B. 232 P 647

PA

A.C. & Pauline Oliver

Rob't E. Morris et ux

14901

Nels & Lsone Nelson
B. 229

1577+00
25'

CAL

Grocery Store only

A.W. & V.L. Blankinship
221 - 855

1574+30
25'

J.G. & M.M. Bruce
187 - 761

A

Mattie A. McElroy
145 - 237

(Clark Mill) COUNTY ROAD

SWEET HOME - FOSTER SECTION
Santiam Highway, Linn County
Sketch map showing R/W acquisition from Hazel M. Hayes under R/W File No. 19786
Deed recorded Feb. 27, 1953

RECEIVED
NOV 6 - 1967
FOR FILING
E-196(25)
6907

November 6, 1967

Mr. Ed Henthorne
3133 Highway 20
Sweet Home, Oregon 97386

Dear Mr. Henthorne:

On August 19, September 12 and October 14 you wrote about the condition of the cutbank in front of your duplex on the Sweet Home-Foster Section of the Santiam Highway.

In response to the last letter, we had our Assistant Division Engineer, Gerald Wimer, make a personal, on-site inspection, including a contact with you. He found the condition of the cutbank to be reasonably and adequately finished. You indicated to him in response to this that you would like the matter reviewed by higher authority. I have carefully reviewed the content of each of your letters, the right-of-way file concerning negotiations with you and reports from our engineering staff and must concur with Mr. Wimer's finding.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
R. D. Asburry
Keats Oliver

FORM S-30X—80M—7-66 SP°23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 19, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Assignment 686-M
R/W File 38605 - Henthorne
Sweet Home-Foster Section
Santiam Highway

As instructed by the subject assignment, Ed Henthorne has been contacted relative to his October 14 letter. You recall he has written previously on August 19 and September 12. Three points were discussed:

1. Condition of the driveway. He thought the driveway was presently adequately shaped. He asked if it would be paved. The rock surfacing is presently quite loose and will have to be set up with fine rock. It would be desirable to pave this approach, which is heavily used as it leads to a trailer court; but if we paved this one, what would be our reply about not paving all of the others? Henthorne was satisfied with the reply that it would not be paved and the only reason we had paved some was because of their steep grade.

2. Condition of his eave trough and down pipe. There is an obvious break in the sidewalk area and Henthorne alleges there is another break in the drain line. Oliver is to have the necessary repairs made. There is a spot where the roof does not properly drain into the gutter that our Right of Way Department arranged for under the subject right of way file as indicated in the four attachments. It is desirable to properly corral this roof drainage. I would recommend that you have the Right of Way Department make a further attempt to correct this situation. A rough draft is attached.

3. The condition of the cutbank along his frontage. We again assured him that the small portion of the cutbank adjacent to his approach would be reshaped. The balance of the cutbank meets our contract specifications and I would not recommend asking the contractor to do additional work under the contract or even under an Extra Work Order. Mr. Henthorne's complaint regarding the cutbank is that at the easterly end the catch point is at the fence he has constructed on the right of way line, whereas on the westerly half or slightly more of his frontage there is from a foot to 18 inches of original ground remaining on the right of way side of the fence. In order to resolve the matter, I asked him if he would give us a release if we would cut to the line. This hit upon a sore point with him

as we had attempted to secure a 6-inch taking originally under the subject file in order to be described about the presently constructed centerline but dropped the negotiations when they could not be consummated for a reasonable amount.

Mr. Henthorne asked for our chain of command, which was given him. He is not satisfied with the answers that have been obtained from Oliver, the undersigned, Morgan or Klaboe. I would recommend the next reply be from Cooper. A suggested draft is attached. Mr. Henthorne indicated he was going to ask for Mr. Cooper himself to come view the cutbank.

R. D. Asburry
Division Engineer

By [illegible]

Gerald Wimer
Assistant Division Engineer

GW:am
cc Keats Oliver

[illegible]
OCT 20 1967
OFFICE OF
[illegible]

Form E-42 (Rev. 5-64) OREGON STATE HIGHWAY DEPARTMENT

File No. 33605 {2 5714

Sta. 1583+00 to Sta.

Final Report on Real Property Negotiations

Name of owner Edward F. and Dorothy M. Henthorne (Builders Service Center)

Mail address 3133 Hwy. 20, Sweet Home, Oregon Phone No.

Phone No.

Purpose of purchase R/W, Bill for installing gutters and downspouts OPTION EXPIRES Letter of November 22, 1966

Location of property Sweet Home-Foster section of Santiam Highway in Linn County.

Section , Twp. 13 S. , Range 1 E., W.M.

Section , Twp. , Range

City Block Lot Subdivision

Street address of property Same

How does taking of property affect balance of grantor's property? (Give details regarding dividing of tract, if appropriate)

RECEIVED OCT 11 1967 DIVISION ENGINEER - Division No. 2 ROUTING ASBURY WIMER BOYD CANFIELD BRV

Nature of property taken (Give details regarding nature, cultivation and improvements, together with such general statements as may be necessary to properly describe class of property taken.)

Basis of settlement (Give acreage basis, together with special items allowed for, and statement of any extra items to be done or furnished by State in addition to payment of compensation. Use back of Sheet if necessary.)

Installation of gutters and downspouts on owners' house to prevent cut-bank erosion $68.00

Appraisals: Staff and Fee $ By

$ By

$ By

Amount approved for negotiation $

By Review Appraiser

Entire taking ☐ Complete restriction of access ☐ Access controlled ☐ Access not controlled ☐

General remarks This work was requested by Assistant Division Engineer Wimer in an attempt to control erosion on the cutbank of the highway.

Job Prefix 22-2004 Participating $ Non-Participating $

Settlement recommended:

Right of Way Supervisor Date Signed: Wm. L. Daly, Jr. Right of Way Agent

Right of Way Engineer Date 1-6-67 Dated:

Authorized by Commission: Date JAN 31 1967 (69) 1-31-67

Salem, Oregon
October 10, 1966

L. 5114

File No. 38605-Henthorne
Sweet Home-Foster Section
Santiam Highway
Linn County

Mr. James Kuhn
Senior Attorney

TITLE SECTION

The above file was under condemnation until it was determined that by steepening the cut slopes we could eliminate the taking and the file was canceled.

After the first rain succeeding construction of this slope it was found that the drainage from Mr. Henthorne's roof was weakening the slope and it is expected that winter rains will erode the slope to such an extent that it may undermine the building.

The Division Engineer previously requested us to approach Mr. Henthorne with the proposition that we would install gutters on the building to direct the runoff in a different direction. Our agent contacted Mr. Henthorne and he refused to cooperate. We are now requesting advice as to the State's liability if the building should be undermined.

If there is no other solution we will probably have to install a retaining wall or take some other means that would be equally expensive.

John R. Cakes
Assistant Right of Way Engineer

JRO/ce
cc G. E. Rohde
R. D. Asburry
H. G. Brainerd

RECEIVED
DIVISION ENGINEER
OCT 17

Oregon State Highway Commission

State Highway Building

Salem, Oregon

Re: File 38605 - Edward F. Henthorne, et

Sweet Home-Foster Section

Santiam Highway

Linn County

Gentlemen:

We agree to allow the Builders Service Center to install gutters and downspouts on our residence at 3133 Highway 20, Sweet Home. They are not to climb on our roof to do this work. The material to be used for this job is described on the attached estimate dated November 9, 1966. The State will pay the Builders Service Center $68.00 for this work.

Dated this 22 day of November, 1966.

Edward F. Henthorne

Dorothy Mae Henthorne

PHONE 367-5572 EMERGENCY PHONE 367-2994

BUILDERS SERVICE CENTER

GAS INSTALLATION - PLUMBING - HEATING - WIRING - DESIGN

948 MAIN ST. SWEET HOME, OREGON

11-9-66

Mr. Ed Heathorne
3133 Hwy. 20
Sweet Home, Oregon

Sir:

We propose to furnish the labor andmaterial for installing gutter and downspouts on your building at the above address. The gutter will be 26 gauge galv. iron K style with 2- 13/4 x 2¼ downspouts emptying into 3" platic pipe laid to the highway right of way line.

Total price 68/00

Respectfully submitted

Builders Service Center

Jim Johnson

Docker
Bond
Barbee
Walker
Glenn
Morelock
Trout
Scott
Wills
Litchfield
Olson

REFERRED TO
Construction Div.
BY SECRETARY
as generally discussed in
Mr. Jones letter of 9-26-67

RECEIVED
OCT 17 1967
CONSTRUCTION
DIVISION

Sweet Home
Oct. 14-67

Dear Sir,

After getting your letter I waited thinking someone would come & check this job. That you said was finished. You said the reason the bank was left like this was to keep it from sliding. Well a man wouldn't have to know much to know the steeper the bank the more apt it is to slide. But its looks like interested in. if it was straightened up it would look better & not be so steep at that place either. This bank job is in my yard, so I feel you should see to it that its fixed

also, I stood at my window watching the man install ~~those~~ the drain tile from my property line to the Hwy. Drainage + Dan him break it, + just cover it up. + the inspector came along + said its O.K. But I guess it will show up after a good rain.

And if you send an inspector thats intetestdin this job he'll have the evestroughs finished so the water will go into the pipe instead of running down the bank.

My attorney said You wouldn't have me sticking out here, so I'm asking you again to get this job done right.

Sincerely
Ed. Hutchens
3133 Hwy. 20 Sweet Home

RECEIVED
NOV 6 - 1967

F-196(25)
6907

Salem, Oregon 97310
November 6, 1967

R/W File 38605 - Ed Henthorne
Sweet Home-Foster Section
Santiam Highway

Mr. D. M. Moehring
Right of Way Engineer
B U I L D I N G

The eave troughs arranged for under this file do not properly collect all of the roof drainage. It would be appreciated if further efforts in this regard could be made. It is recognized that Mr. Henthorne is a difficult person to deal with and if reasonable arrangements with him cannot be made, then this office would have no objection to dropping the matter.

F. B. Klaboe
Assistant State Highway Engineer

GW:am FBK:erb

cc: F. D. Morgan
R. D. Asburry
Keats Oliver

RECEIVED
DEC 5 - 1967
FOR FILING
F-196(25)
6907

November 1, 1967

#9

Morse Bros., Inc.
P. O. Box 7
Lebanon, Oregon 97355

Gentlemen:

The State Highway Commission at its meeting on October 31 considered your request for an extension of time on Contract No. 6907 on the Sweet Home-Foster Section of the Santiam Highway in Linn County.

After considering the recommendation of the Engineer and other available information, the Commission increased the calendar days by 99.

Very truly yours,

Floyd Casey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc R. D. Asburry
Keats Oliver
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 17, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-196(25)
Sweet Home - Foster Section, Santiam Highway
Time Extension

We concur in an additional extension of nine calendar days on subject project as requested in your October 17, 1967 letter and supported in your earlier September 15 letter.

10-18-67
copies to
Maison
Morgan
Young

RECEIVED
OCT 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123X 10M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97310

Re: Request for Time Extension
Sweet Home-Foster Section
Santiam Highway
Project No. F-196(25)

Dear Sir:

Reference is made to my letter of September 15, 1967, and your reply of October 10, concerning the subject time extension.

When I prepared my September 15, letter, it was anticipated that this project would be completed on September 30, 1967. My letter justified an extension of 99 calendar days, but since the contractor had requested only 90 and since the anticipated completion date of September 30, at that time would not have exceeded this number, we requested your concurrence in only 90 days.

It now appears that the contract will be completed October 23, 1967, at which time 420 calendar days will have accrued. This is 100 in excess of that allowed. Since I was able to justify 99 calendar days in my earlier letter, we now request your concurrence in an extension of 99 calendar days.

Very truly yours,

Forrest Cooper,
State Highway Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB:nn
bc: F. B. Klaboe
L. H. Young
R. D. Asburry

RECEIVED
OCT 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 10, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project F-196(25)
Sweet Home - Foster Section, Santiam Highway
Time Extension

By September 15, 1967 letter, Mr. Klaboe requested our concurrence in extending allowable contract time on subject project by 90 additional calendar days. Based on the justification and reasons furnished in that letter and on the contract provisions, we concur in the 90 day extension.

REFERRED TO
By Asst. State Hwy. Engr.

RECEIVED
OCT 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 12, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Extension of Time
Sweet Home-Foster Section
Santiam Highway
Contract 6907

On August 11, 1967, we submitted to you a request for a time extension on the subject contract. The Bureau of Public Road's concurrence was requested by your letter of August 16, 1967. Bureau personnel have suggested that we resubmit this request on a little different basis.

Our first request covered an indefinite period of time for utility adjustments. The Bureau takes exception to utility adjustments as a valid reason for time extension on the basis that our earlier correspondence to them had indicated that all right of way problems had been resolved.

In re-evaluating the request, we arrived at a different percentage for the effect of the shutdown order. It now appears that the amount of work affected represents two-thirds of the contract amount so that the time/money relationship would justify 95 days.

This matter has again been discussed with the Bureau of Public Roads Area Engineer who has indicated that they will be receptive to a time extension based on the reasons given in the attached rough draft. This emphasizes the stop work time and does not request any time for utility delays.

The estimated completion date for this project has been advanced to September 30, 1967. If the estimated completion date is met, 400 calendar days will have been charged. The contractor's request was for 90 additional days and since we can justify more than that amount we recommend that an increase of 90 calendar days be granted.

The previous rough draft to the Highway Commission may have to be re-worded to reflect the actual completion date.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

JAB-DES:nn
Enc.
cc: L. H. Young

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1967

SUBJECT: Extension of Time
Sweet Home-Foster Section
Santiam Highway
Contract 6907

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

We have received from Morse Bros., Inc., contractor on the subject contract, the attached request for an increase in the number of calendar days from 320 to 410. The contractor's request is based on delays caused by utility adjustments and a partial stop work order.

The contractor was issued a partial shutdown order effective October 29, 1966. This shutdown order affected all roadbed excavation and was issued because of ground and weather conditions unsuited to good construction practices. The contractor continued crushing work throughout the shutdown period. The shutdown order was rescinded on March 20, 1967. The work affected by the shutdown order constituted approximately one-third of the total contract amount. Based on dollar volume comparison we, therefore, believe an extension of one-third of the 142 days affected, or 47 days, is justified.

A complete shutdown order was in effect through the period July 1, to July 4, 1967, inclusive, to alleviate hazard to holiday traffic and an extension of these 4 days is justified.

The utility adjustments, which the contractor claims delayed his operations, still are not entirely completed. Five different utilities were involved: Pacific Power & Light; Linn County Telephone; Sweet Home TV Cable; City of Sweet Home and Northwest Natural Gas. These utilities involved extensive adjustment of parallel and cross facilities on both sides of the highway throughout the project. An exact determination of the actual delay involved is extremely difficult to determine, but we believe the delay justifies more than enough time to extend the calendar days to the estimated completion date after allowing the additional time recommended above.

The original specified calendar days allowed on this project expired on July 12, 1967. The estimated completion date is September 14, 1967, at which time 384 calendar days will have been charged. Based on the reasons listed above, we recommend that an increase of 64 calendar days be granted. If the estimated completion date is met, this will eliminate all liquidated damages. If completion

is delayed further, we believe a reasonable additional extension would be justified, based on the utility delays, since only 13 days for this reason are included in the 64 days recommended.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension of time have validity.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
AUG 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM S-123X 10M 5-67

RECEIVED
NOV 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILE, MEMBER
HELIX

F-196(25)

6107

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 30, 1967

RECEIVED
NOV 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on October 25, 1967, on Contract No. 6907, Sweet Home-Foster Section, in Linn County, in connection with Federal-Aid Project No. F-196(25).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 11-7-67

Conditions noted on above date:

None

JJH

A. W. Parsons
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

Young
11-10-67

RECEIVED
OCT 23 1967
FOR FILE

F-196(25)

6907

October 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
October 31, 1967 meeting

Gentlemen:

Morse Bros., Inc., contractor on the Sweet Home-Foster section of the Santiam Highway in Linn County, Contract No. 6907, has requested an increase in the number of calendar days from 320 to 410. The contractor's request is based on a partial stop work order and delays caused by utility adjustments.

The partial shutdown order covering all roadbed excavation was in effect from October 29, 1966, through March 19, 1967, because of ground and climatic conditions unsuited to good construction practices. The work affected by this stop work order represents approximately two-thirds of the total contract amount, and we believe an extension for two-thirds of this time, or 95 days, is justified. A complete shutdown order was in effect over the Fourth of July week end to alleviate hazard to holiday traffic, and an extension for four calendar days is justified.

There was no apparent delay to the contractor from the required utility adjustments beyond the time already covered in the preceding paragraph.

The estimated completion date for this project is October 21, 1967, at which time 418 calendar days will have accrued, or 98 beyond the number allowed in the contract. I recommend that the calendar days be increased by 99 which will eliminate all anticipated liquidated damages.

This is a Federal Aid Primary project and we have Bureau of Public Roads' concurrence.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

DES:nn fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6907 Contractor [illegible]

Highway [illegible]

Section [illegible]

Kind of Work [illegible]

It is recommended that such extension be granted as requested under the following terms and conditions:

Recommend an increase of 99 calendar days based on partial and complete stop work orders.

Recommended for Approval:

R. D. [illegible]
Division Engineer

for Construction Engineer or Bridge Engineer

[illegible]
State Highway Engineer

Contract No. [illegible]

Project designation [illegible] F-296(25)
State—Federal

Date awarded 8-10-66

Work started 8-10-66

Per cent completed 99% as of 10/14/67
Number of calendar days allowed Date 320
Number of calendar days used 411 as of 10/14/67

Recommend increase of calendar days - 99

Form F-320—334—10-53

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date July 11, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 90 days time, from 320 Calendar Days ~~19.....~~, to 410 Calendar Days, 19....., within which to complete our Contract No. 6907, described as follows:

Grading and Paving
Sweet Home - Foster Section
Santiam Highway, Linn County

The above request is based upon the following reasons:

See Attached Letter

Respectfully submitted,

NORSE BROS., INC.
Contractor

By E.W. Norse

CONSENT OF SURETY

Date July 17, 1967

We, FEDERAL INSURANCE COMPANY OF AMERICA

....., as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

James F. Hardy
James F. Darby, Attorney-in-fact

(SEAL)

Roland H. King
Roland H. King, Resident Agent

State Printing 70797

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-3111 • P. O. BOX 266
LEBANON, OREGON

July 11, 1967

Oregon State Highway Dept.
Keats Oliver, Resident Engineer
3400 Spicer Road
Albany, Oregon

Re: Contract #6907
Request for Extension of Time

Dear Sir:

Reference is made to the enclosed Request for Extension of Time in connection with the subject project. This request is based upon reasons as outlined in letters mailed to your office on August 15, 26, 31, 1966.

On November 1, 1966, we submitted a request, that certain adjustments be made in the provisions of the contract which would allow us to continue work on this project. A "PARTIAL TEMPORARY SUSPENSION ORDER" was issued this office on November 18, 1966, directing that no further excavations be commenced in existing shoulder areas until better weather conditions prevailed. This order was made retroactive to October 29, 1966, and was terminated March 19, 1967. This shutdown affected 142 days of calendar count on this contract.

We respectfully request your consideration and approval of this request.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton,
Engineer

BH;me

Enclosure

LEBANON SAND & GRAVEL CO. - MORSE BROS.

EAST GRANT STREET • PHONE 258-8141 • P. O. BOX 7
LEBANON, OREGON

READY MIX CONCRETE
ASPHALT PAVING

Routing: Morg... Bond Barbon Walker Glenn Swan ... Puaso Morelock Trout Scott Will Litchfield Olson

RECEIVED
RECEIVED
CONSTRUCTION DIVISION
SEP 6 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

August 31, 1966

Oregon State Highway Dept.
George Wirrick, Res. Eng.
2400 Spicer Road
Albany, Oregon

Re: Contract 6907

Dear Sir:

Reference is made to a discussion held today concerning construction on the subject project. It was noted that the utilities could hinder the excavation until at least November 1, 1966. The major utility moves on this contract are involved on the north side of the highway. This area also includes the storm sewer line as per the plans.

A change in plans was discussed which entails moving the storm sewer from Station 1587 to Station 1639 + 50 from the north side of the highway to the south side. At 1587 the line would revert to its planned position. By so doing, this would allow the grading contractor the opportunity to move considerable yardage during the coming weeks. It would also expedite the pipe, curb and surfacing operations planned for this year as outlined in our previous correspondence. We have discussed this with Pacific Power & Light Co., Linn County Telephone Co. and Northwest Natural Gas Co. and they have assured us we can expect their complete cooperation in such a change. We propose no additional increase in cost per unit items.

We hereby request your consideration and approval of the above mentioned change. As has been previously stated, it is of the utmost importance to perform as much of this contract during the 1966 season as is possible. We feel this change will allow us to do so.

As a result of the delay caused by the various utilities, a change in our schedule has been made. Our plan now is to grade to subgrade from Station 1560 left to 1585 left. Installation of pipe in this area to follow immediately. The grading contractor can move to the south side from Station 1585 to the east end in preparation for pipe, curb and surfacing. Upon completion of these areas, weather permitting, the area on the north side could be graded from Station 1585 to 1642 + 02.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton
Engineer

BH: mm

LEBANON SAND & GRAVEL CO. - MORSE BROS.

READY MIX CONCRETE
ASPHALT PAVING

EAST GRANT STREET • PHONE 258-8141 • P. O. BOX 7

LEBANON, OREGON

August 26, 1966

RECEIVED
SEP 1 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Dept.
George Wirrick, Resident Engineer
3400 Spicer Road
Albany, Oregon

Re: Contract #6907

Dear Sir:

Reference is made to a pre-construction conference held at our office on August 3, 1966, relative to the subject contract. A letter dated August 15, 1966, was mailed from this office outlining our schedule of operations for the ensuing months.

As of this date, certain conditions still exist within the project limits which whole or partly prevent us from continuing with our schedule. Northwest Natural Gas Co., was forced to discontinue lowering their lines on Wednesday, August 24, 1966, due to State Right of Way obligations. Two weeks elapsed from the date of the pre-construction meeting, until said Gas Co. commenced work. Pacific Power and Light Company does not appear to be pressing their portion of the work as rapidly as is possible.

It is our opinion that if these utilities are not moved immediately to such a posistion as to allow us to continue with our schedule, it will be impossible to complete this contract within the specified time limit. We feel that the conditions that exist at this time, make it complitely unfavorable for the prosecution of this work as contracted for on Autust 10, 1966.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton,
Engineer

BH:me

NOTED
GERALD WIMER

LEBANON SAND & GRAVEL CO. - MORSE BROS.

EAST GRANT STREET • PHONE 258-8141 • P. O. BOX 7
LEBANON, OREGON

READY MIX CONCRETE
ASPHALT PAVING

August 15, 1966

RECEIVED
SEP 1 1966
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

Oregon State Highway Dept.
H. N. Hoover, Res. Eng.
3400 Spicer Road
Albany, Oregon

Re: Contract #6907

Dear Sir:

Reference is made to a letter of August 10, 1966, from the State of Oregon, awarding us the above contract.

A pre-construction meeting was held at our office on August 3, 1966, at which time a tentative schedule of construction was presented. It is our plan to commence grading from Sta. 1540 Lt. to 1640 Lt. immediately. This will include the excavation, pipe, curb and surfacing throughout this section. A base course of asphaltic concrete is planned at this time to carry through the winter season.

We have been asked to cooperate with all of the utility people involved and to coordinate our activities with theirs in the most helpful manner possible. We feel that in order to complete this section within the prescribed time of 320 calendar days, it is necessary that the work be pressed vigorously to completion. Under the schedules presented by Northwest Natural Gas Co., Pacific Power and Light Co., and Linn County Telephone Co., it will be improcticable and extremely difficult to complete this work as outlined above within the prescribed time.

Our work will continue until such time as the utilities involved interfere with or delay the prosecution of the contract.

Any resulting interference which will affect the time necessary for the completion of the contract will be grounds for an adjustment in the completion date.

Very truly yours,

MORSE BROS., INC.

Bruce Hamilton

Bruce Hamilton,
Engineer

RECEIVED
AUG 19 1966
H. N. HOOVER
RES. ENGR.

NOTED
GERALD WIMER.

BH:me

RECEIVED
OCT 12 1967
FOR FILING
F-196(25)
6907

Salem, Oregon 97310
October 11, 1967

R/W File 38535 - H. Speer
Sweet Home-Foster Section
Santiam Highway

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

You recently forwarded a request from Mr. Winer that we negotiate to pay Mr. Speer for resetting property corners possibly destroyed by our construction in front of his property.

I believe that we should resist this request and advise Mr. Speer that we would be glad to set a pin on our right-of-way line but that we cannot establish property corners between properties intersecting our line. I refer you to Article 4.5.17 of the Construction Manual which contains instructions concerning this matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

FORM B-30 5000 10-65

REFERRED TO Kiducich
FOR Are there any statute requiring re-establishment of corners etc. you can discuss this with Mehring
G. E. ROHDE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: R/W File 38535 - H. Speer
Sweet Home-Foster Section
South Santiam Highway

L Barbee
by [illegible]

Attached are July 5 and August 16 letters from Homer Speer, E. J. Benner's August 14 reply to the first letter and Keats Oliver's August 22 report concerning property corners that have been destroyed by our construction on Mr. Speer's frontage.

The corners that were destroyed do not appear on our maps but their existence is not questioned. The northeast corner was destroyed by our 1950 construction. It was established by a survey of record. The northwest corner was destroyed by our current construction. There is no record of how it was established. Possibly it was done by Mr. Speer himself. There is an element of question of the location of the westerly property line. On analysis, we have not protected or referenced corners that existed prior to our construction. Regardless of their validity, we had an obligation to do so. Their reestablishment, since there is the possibility of a question of conflict with the abutting owner, should only be done by an outside party.

I would recommend the matter be referred to the Right of Way Department with their being given the authority to pay Mr. Speer whatever is necessary to reestablish his front corners with our forces providing the new highway right of way line.

R. D. Asburry
Division Engineer
By [signature]

Gerald Wimer
Assistant Division Engineer

GW:am
cc Keats Oliver
Esthel Benner

REFERRED TO
[signature]
Asst. Const. Engr.

Routing
1 Morgan
Docker
2 Bond B
Barbee
Walker
Glenn
Swan 5
Pearce
Morse
Tiffer
Scott
Wills
Litchfield
Olson

RECEIVED
SEP 19 1967
CONSTRUCTION DIVISION

SEP 29 1967

FOR FILE

F-196(25)

6907

Salem, Oregon 97310
September 29, 1967

R/W File 38535 - H. Speer
Sweet Home-Foster Section
Santiam Highway

Mr. D. H. Moehring
Right of Way Engineer
B U I L D I N G

I am enclosing a copy of a letter from Mr. Wimer which is self-explanatory. I suggest that, if possible, you negotiate a settlement of this claim by the payment of a reasonable amount of money for re-establishing the corners. Our men cannot perform this work, so it must be done by a private licensed land surveyor.

If you need any further assistance or advice, please do not hesitate to ask.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enc.

cc: F. D. Morgan
R. D. Asburry

FORM S-80 REV 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 15, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: R/W File 38535 - H. Speer
Sweet Home-Foster Section
South Santiam Highway

L Barbee

Attached are July 5 and August 16 letters from Homer Speer, E. J. Benner's August 14 reply to the first letter and Keats Oliver's August 22 report concerning property corners that have been destroyed by our construction on Mr. Speer's frontage.

The corners that were destroyed do not appear on our maps but their existence is not questioned. The northeast corner was destroyed by our 1950 construction. It was established by a survey of record. The northwest corner was destroyed by our current construction. There is no record of how it was established. Possibly it was done by Mr. Speer himself. There is an element of question of the location of the westerly property line. On analysis, we have not protected or referenced corners that existed prior to our construction. Regardless of their validity, we had an obligation to do so. Their reestablishment, since there is the possibility of a question of conflict with the abutting owner, should only be done by an outside party.

I would recommend the matter be referred to the Right of Way Department with their being given the authority to pay Mr. Speer whatever is necessary to reestablish his front corners with our forces providing the new highway right of way line.

R. D. Asburry
Division Engineer
By [signature]
Gerald Wimer
Assistant Division Engineer

GW:am
cc Keats Oliver
Esthel Benner

REFERRED TO
Morelock
Asst. Const. Engr.

Routing

1	Morgan		Possu
	Docker		Morel
2	Bond		Trout
	Barbee		Scott
	Walker		Wills
	Glenn		Litchfield
	Swan		Olson

RECEIVED
SEP 19 1967
CONSTRUCTION
DIVISION

SP 23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

3400 Spicer Road, Albany
Aug. 22, 1967

22-1026

SUBJECT: R/W file 38535, H. Speer
Sweet Home-Foster sect.
Santiam Highway

To: Mr. R D Asburry
Division Engineer
Salem

Att'n: Mr. Gerald Wimer
Ass't. Div. Engr.

In connection with Mr. Speer's complaint that we knocked out his northwest property corner, I have made a search of the County Surveyor's records and find that the corner in question was never set in a legally recorded survey.

The records indicate that his northeast (east) corner was set by recorded survey of July 11, 1930. This is the corner Mr. Speer says was taken out by the 1950 widening project. The records also indicate that his southeast corner was set by a December 15, 1954, survey of the adjacent school property, but there is no record of any point of his west line having been set.

By word of mouth I understand from Mr. Speer's neighbors that he had set the corners himself along his west line. I cannot find Mr. Speer's name on the current roster of registered professional engineers or land surveyors.

When I talked to Mr. Speer last week I told him that we would be glad to establish points on our right of way line if he liked, but that we were unable to establish his North-South lines.

Keats Oliver
Resident Engr.

Sweet Home, Ore.
8,16,1967

Mr E.J. Brenner
Dist. Supervisor
Right of Way
Salem, Ore.

Dear Mr Brenner:

Since receipt of your letter of 8/14/67 I have been able to contact a gentleman pointed out to me as the man most likely to be able to give me the answer to my question which is: HOW MANY FEET AND INCHES HAS BEEN TAKEN FROM BOTH THE EAST AND WEST PROPERTY LINES BY BOTH THE WIDENING PROJECT OF 1950 and currently. AND I MEAN LINEAL FEET & INCHES. AND AN IRON PEG "TO MARK THE SPOT",

Since the gentleman was sitting in an official car directly in front of my house, making contact was no problem. However, he seemed to be interested at the moment in the length of our respective driveway curb indentures, both mine and that of my neighbor. As to my problem he was courteous, co-operative, non-committal, and we were soon on the subject of the length of my driveway curb recess.

In closing, and in all fairness, I ask you- should not the Dept. replace the boundry markers that have been bulldozed out so that the present property line may be reestablished. This seems only fairness and little to ask when the devaluation suffered is taken into consideration.

Yours truly

Howard Scott

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 14, 1967

Mr. Homer Speer
1831 Main Street
Sweet Home, Oregon

Dear Mr. Speer:

We are in receipt of your letter of July 5th, with regard to the iron corner markers of your property which you state have been removed on successive widenings of the highway.

A copy of your letter is being forwarded to our Division Engineer with a request that he check any unfulfilled obligation which our forces may have incurred during their operations in the vicinity of your property, and that if any exist, to give them immediate attention.

In checking our file, I also noted your previous letter directed to Mr. LeRoy Edwards of this office dated July 11th, and ours in reply, the purpose of which appeared to be to assist you in calculating from properly set lath the exact square footage taken under our Option Number 38535, and to help you determine the exact location of your westerly line.

I regret that you have not been favored with an earlier reply but I have been absent from the office the entire week and, therefore, unable to give you an earlier answer.

Very truly yours,

E. J. BENNER
District Supervisor
Right of Way

EJB:sm

cc: G. E. Rohde
D. H. Moehring

July 5 '67
Sweet Home, Ore.

File 38535

Mr E.J. Benner
State Hiway Dept.
Salem, Ore.

Subject: The total number of feet and inches taken from the North line of my property.

Dear Mr Benner:

Shortly after receipt of your letter of May 16, '67 a young man rang my door bell and identified himself as having been instructed to stop and inquire as to myproblem. This was explained in some detail and his response was "that he would have to check back at the office", whereupon he and his crew climbed back in their truckand that was the last seen of him until a couple days ago I saw them doing some work on the R.R. right-of-way. After they seemed ready to move I introduced myself and restated my problem. The young man was very co-operative, looked at some maps in his truck, announced that "we cannot establish your corner" and referred me to the Linn County Surveyors office.

Now this may not seem important to your department but it is to me as I have a good neighbor to get along with. My deed for the lot in question calls for 100 ft from the South line of the highway (before any widening projects) and an iron pipe marked each corner on the North, the original line. The 1950 widening project took one of the iron pipes and the current project took care of the other.

The NW corner marking is the one concerned about. Your lath stakes have disappeared and considering what the current project has done to my property, this seems little to ask.

Yours truly

Homer Speer

FORM E-123X 10M 6-67

RECEIVED
SEP 29 1967
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX
ENGINEERING

F-196(15)

6907

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 26, 1967

Mr. Ed Henthorne
3133 Highway 20
Sweet Home, Oregon 97386

Dear Mr. Henthorne:

As indicated in your September 12 letter, Mr. Keats Oliver, our Resident Engineer at Albany, did discuss with you the condition of your frontage. This frontage has subsequently been inspected. It has been completed other than a little dress-up adjacent to the approach to the east and for eventual seeding to our specifications. Further work on this slope will just cause ravel with the same or poorer ultimate appearance.

We are just as interested now, if not more so, in roadside appearance than we were when this project was undertaken, but we believe there is a practical limitation on what should be done. We thank you for your interest in this matter, but we must advise that no further work other than as outlined above is contemplated at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

GWcam:fw
bc: F. B. Klaboe
D. H. Moehring
R. D. Asburry
Keats Oliver

RECEIVED
SEP 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM [illegible]—50M—7-66 SP°23811.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 20, 1967

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

SUBJECT: Assignment No. 665-H
R/W File 38605 - Ed Henthorne
Sweet Home-Foster Section
Santiam Highway

The condition of Ed Henthorne's frontage was previously inspected under Assignment 1076-P and FBK-1902 on August 25, 1967, a copy of which is attached as well as the reply to Mr. Henthorne. Since making that report I have inspected this frontage three times, once with John Walker and again this date.

What Mr. Henthorne is objecting about is the irregularity in the top of our cut slope. The cut slope comes to his cyclone fence, which is on the right of way line at each of his property corners but in between there is about a foot of original ground on the highway side of the fence that was not touched. Obviously, we should not take this material and come any closer to the fence.

This minor amount of irregularity in my judgment is certainly not out of the ordinary even on a built up section such as this. There is a very minor amount of material at his very northeasterly corner that will take a little dressing to blend into the adjacent approach. Eventually the slope will be seeded. I believe its appearance now is better than it will be after the grass grows.

A set of photographs are attached. I would recommend no further action other than is described above and the attached reply. True, this is not entirely in keeping with our good neighbor policy but I believe that policy has been applied with respect to this frontage as far as it should be applied.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer
Gerald Wimer
Assistant Division Engineer

Routing
Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
SEP 21 1967
CONSTRUCTION
DIVISION

GW:sm
cc D. H. Moehring
Keats Oliver

ED HENTHORNE FRONTAGE
SWEET HOME-FOSTER SECTION
SOUTH SANTIAM HIGHWAY

ED HENTHORNE FRONTAGE
SWEET HOME-FOSTER SECTION
SOUTH SANTIAM HIGHWAY

sta 153: +1

38605
L-5114

Sweet Home
Sept. 12-67

Dear Sir.

You advised me to contact Mr Kurt Oliver at Albany- Well he did come over. He seemed to think this job was well done.

He said he even took pictures & it looked good in the pictures.

He said someone should be thru here in a week or so & he would try to get him to look at it.

I would like to talk to some of the men that was here before the hwy. const. started- The ones that was interested in slopes & looks.

This man & Bill seemed

more interested in the people that did the job, than in the job that was done.

On one end where the bank is lowest it slopes up to my fence, & on the other end where its the highest it slopes up to my fence — But, in the middle its 1½ ft. from my fence.

They are working on the sidewalks now. And it is necessary for this to be straightened out before they finish the sidewalks.

Sincerely
Ed Hartman
3133 Hwy. 20
Sweet Home Ore
367-2695

RECEIVED
SEP 26 1967
FOR FILING
F-196(25)
671

September 25, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Oregon Project F-196(25), R/W Files 36593 and 19785 - Emmert, Sweet Home-Foster Section, Santiam Highway

When right-of-way was acquired on this project in Linn County, we controlled the access, granting access points at specific locations for the use of the adjacent property owners. When access rights were originally acquired in 1953, the property owner was granted one access at Station 1573+30 and the State was also to reconstruct an existing driveway, making a connection to Clark Mill County Road at its intersection with the Santiam Highway.

This frontage road provided access for a cottage just west of the main house. The cottage and the house are on different levels and a combined access is not feasible. The 1953 right-of-way map did not show this frontage road nor did the construction plans for the Noble Slough-Foster Section. The right-of-way map and the construction plans for the present project did not show the frontage road either.

During construction it was necessary to construct a cut slope which intersected the frontage road which was partly on our right-of-way and partly on private property. It was not considered feasible to reconstruct the frontage road since it would intersect the county road connection on its radius into the highway. This would not be in conformity with permit requirements for road approaches because it would not be the minimum required distance back from the intersection. The State's remaining obligation with respect to this parallel frontage road can be eliminated by granting the new access requested at 1569+25. This would be a far better arrangement from the standpoint of highway traffic.

Right-of-way on this section was acquired without Federal Aid Funds. The project is being constructed under Project F-196(25). Attached in triplicate are copies of portions of Sheets 5 and 6 of the construction plans for this project. The location of the point of access to be granted is shown on the plans. There will be no change in the right-of-way lines. Also attached in triplicate is the information sheet for the grant. When the property was acquired, access was controlled in order to limit the number of accesses to prevent conflict with highway traffic. In general, the affected property owners were provided with the same number of access points that they had prior to our acquisition.

As noted above, the proposed grant constitutes a trade for a frontage road which the State was obligated to build. Relinquishment of access control at this location is not contrary to the public interest since, as noted above, the total number of points of conflict by this property owner remains the same. Attached are three prints of a section of the right-of-way map showing the proposed access point.

Your concurrence in this grant is requested. When approved, please return one signed copy of the information form.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
D. H. Moehring
R. D. Asburry
J. F. Hagemann

JAB:ss srb

FORM B-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 19, 1967

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

SUBJECT: Grant of Access
R/W File 38593-Emmert
Sweet Home-Foster Section
Santiam Highway

Attached is an indenture of access information form pertaining to a request by Floyd Emmert for an access on the south side of the highway just west of Sweet Home. The request has been made for an access to take the place of a frontage road and access which were eliminated during construction. When access rights were originally acquired in 1953 the property owner was granted one access at Station 1573+30 and the State was also to reconstruct an existing driveway, making a connection to Clark Mill County Road at its intersection with the Santiam Highway.

This frontage road provided access for a cottage just west of the main house. The cottage and the house are on different levels and a combined access is not feasible. The 1953 right of way map did not show this frontage road nor did the construction plans for the Noble Slough-Foster Section. The right of way map and the construction plans for the present project did not show the frontage road either.

During construction it was found necessary to construct a cut slope which intersected the frontage road which was partly on our right of way and partly on private property. A decision was made in the field to trade the frontage road (which the State was obligated to re-establish) for a 35 foot access at Station 1569+25 which the owner wanted. It was not considered feasible to reconstruct the frontage road since it would intersect the county road connection radius with the highway. This would not be in conformity with permit requirements for road approaches because it would not be the minimum required distance back from the intersection. Access to the cottage is now via the authorized approach at 1573+30.

There is a public road affording highway land service to this property but, as noted above, a difference in elevation makes use of this access impractical for part of the property. The proposed additional access does not constitute an added hazard to the traveling public since the use

generated should be approximately the same. No additional right of way or speed change lanes will be required. No payment was made for limiting the number of existing accesses.

This matter has been discussed with the Bureau of Public Roads Area Engineer who has no objections to the proposal from an engineering standpoint. This request involves a new access and will require review beyond the local BPR office. Attached is a rough draft of a letter to the BPR requesting their concurrence. Copies of the access information form, construction plans and right of way map prints also are attached for submission to the BPR.

The filing fee should be waived since the change was made at the State's direction. The road approach application and a copy of the information form have been forwarded to the Right of Way Section so that they may prepare the legal documents.

It is recommended that the grant be approved.

F. D. Morgan,
Construction Engineer

By
John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: D. H. Moehring
R. D. Asburry
J. F. Hagemann

RECEIVED
SEP 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 18 1967

F-196(25)
6907

PLEASE NOTE THAT THIS LETTER SUPERSEDES MY LETTER DATED AUGUST 16, 1967.

September 15, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Sweet Home-Foster Section, Santiam Highway
Project F-196(25)

We have received from Morse Brothers, Inc., contractor on this project, a request for an increase in the number of calendar days from 320 to 410. The contractor's request is based on a partial stop work order and delays caused by utility adjustments.

The contractor was issued a partial stop work order effective October 29, 1966. This order affected all roadbed excavation and all work which was dependent upon completion of the roadbed excavation. The order was issued because of ground and weather conditions which were not conducive to good construction practices.

The items affected, either directly or indirectly, were Numbers 3, 4, 6 through 14, and 33 through 36. Total dollar amount of the contract items affected was $364,125. When the stop work order was issued, the contractor had completed $27,260 worth of work on these items. The remaining balance of $336,865 represents 67.2 percent of the total contract amount. Had the stop work order not been necessary, the contractor could have continued working on some, if not all, of these items. The stop work order was rescinded March 20, 1967.

Based on a dollar-volume comparison, we believe an extension of two-thirds of the 142 days affected, or 95 days, is justified.

A complete stop work order was in effect through the period July 1 to July 4 inclusive, to alleviate any hazard to holiday traffic, and an extension for these 4 days is justified.

The utility adjustments which the contractor claims delayed his operations involved the following companies: Pacific Power and Light; Linn County Telephone; Sweet Home TV Cable; City of Sweet Home and Northwest Natural Gas. Utility adjustments involved extensive parallel and cross facilities on both sides of the highway throughout the project. An exact determination of the actual delay involved is extremely difficult to ascertain.

The original specified calendar days allowed on this project expired July 12, 1967. The estimated completion date is September 30, 1967, at which time 400 calendar days will have been charged or 80 days beyond the number specified. We believe an extension of 99 days based on the two stop work orders is justified, which is more than the 90 days requested by the contractor.

Therefore, it is our recommendation that the calendar days be increased by 90. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn srb

RECEIVED
AUG 30 1967
FOR FILING

F-196(25)

6907

August 29, 1967

1902

Mr. Ed Henthorne
3133 Highway 20
Sweet Home, Oregon

Dear Mr. Henthorne:

An attempt was made to contact you to discuss the items contained in your August 19 letter concerning conditions in front of your duplex on the Sweet Home-Foster Section. However, since we were unable to contact you, the following is offered in explanation:

The approach is being constructed in stages and is nearing completion. It will contain reasonable lines and grades when completed and will not contain the two levels that you describe. The cut slope has been finished in as much conformity to the plans and specifications as the type of materials encountered permits.

Should there be some further facts of this matter that you would like to discuss with our local Resident Engineer, please contact Mr. Keats Oliver, 3400 Spicer Road, Albany (telephone number 926-5571, extension 54).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. S. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
R. D. Asburry
Keats Oliver (Enc.)

GW:am srb

22-1026

FORM E-30X—50M—7-66 SP*23611-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 25, 1967

SUBJECT: Assignment 1076-P and FEK:1902

To: Mr. F. D. Morgan
Construction Engineer
D e p a r t m e n t

Ed Henthorne wrote August 19 about the condition of the approach he uses and the slope in front of his duplex on the Sweet Home-Foster Section. Keats Oliver has investigated and attempted to contact Mr. Henthorne but was unable to do so.

Mr. Henthorne has objected to our project from the start, primarily because of the closeness of his building. Because of the problems in negotiating with him and the small parcel involved, no actual taking was made. We did, however, because of the roof drainage tending to wash over the top of our small cutbank, arrange for eaves trough and downspouts to be installed on his duplex at our expense in order to alleviate the erosion problem. We tied onto the downspouts and carried them through the curb.

The approach is in two levels because of stage construction. The project is nearing completion and a satisfactory approach will be provided. The material in our cut slope is a cemented gravel but appears to be lacking in the intermediate sizes and contains some clay. The slope is finished in keeping with the type of materials that existed.

A rough draft reply is attached as directed.

R. D. Asburry
Division Engineer

By Original signed by, Gerald Wimer

Gerald Wimer
Assistant Division Engineer

GW:am
cc Keats Oliver

REFERRED TO
Klaber
BY DEPUTY STATE

REFERRED TO
Adams
BY SECRETARY

Sweet Home
Aug. 19-67

5944

Dear Sir

Am. 2107

Am writing regarding the bank by my duplex on Hwy. 20 Between Sweet Home and Foster.

I talked to the Hwy. Man (Bill) here about it different times. He said any problems I had to see him + not write to you.

Still he said he may rake some on it later, he didn't know for sure. It looks like some Kids finished the job. It is sticking out a foot in places. And my driveway, on the cut bank there's 2 levels.

He said the man that

was doing the work
wasn't doing his job, but
he was still satisfied any-
way.

I don't know if this
job can be done later or
not. after they get thru
leveling this stage.

Would like to hear from
you on this matter

Sincerely
Ed Henthorne

RECEIVED
DIVISION ENGINEER - Division No. 2
AUG 1967
ASBURRY ☐ W. Me...
...FIELD ☐

Ed. Henthorne
3133 Hwy. 20
Sweet Home, Oregon

Glenn
Swan
RECEIVED
AUG 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Pear...
Morelock
Trout
Scott
Wills
Litchfield
Olson
CONSTRUCTION
DIVISION

RECEIVED
AUG 21 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 16 1967
FOR FILING
F-196(25)
6907

August 16, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

Re: Request for Time Extension, Sweet Home-Foster Section, Santiam Highway
Project F-196(25)

We have received from Morse Brothers, Inc., contractor on this project, a request for an increase in the number of calendar days from 320 to 410. The contractor's request is based on a partial stop work order and delays caused by utility adjustments.

The contractor was issued a partial stop work order effective October 29, 1966. This order affected all roadbed excavation and was issued because of ground and weather conditions unsuited to good construction practices. The contractor continued crushing work throughout the stop work period. The stop work order was rescinded on March 20, 1967. The work affected by the stop work order constituted approximately one-third of the total contract amount. Based on dollar volume comparison, we therefore believe an extension of one-third of the 142 days affected, or 47 days, is justified.

A complete stop work order was in effect through the period July 1 to July 4 inclusive to alleviate a hazard to holiday traffic and an extension for these 4 days is justified.

The utility adjustments, which the contractor claims delayed his operations, still are not entirely completed. Five different utilities were involved: Pacific Power and Light; Linn County Telephone; Sweet Home TV Cable; City of Sweet Home and Northwest Natural Gas. These utilities involved

extensive adjustment of parallel and cross facilities on both sides of the highway throughout the project. An exact determination of the actual delay involved is extremely difficult to ascertain, but we believe the delay justifies more than enough time to extend the calendar days to the estimated completion date after allowing the additional time recommended above.

The original specified calendar days allowed on this project expired on July 12, 1967. The estimated completion date is September 14, 1967, at which time 384 calendar days will have been charged. If completion is delayed beyond this date, we believe a reasonable additional extension would be justified, based on the utility delays, since only 13 days for this reason are included in the 64 days required to extend the project to the estimated completion date.

It is our recommendation that the calendar days be increased by 64. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
R. D. Asburry

DES:nn srb

RECEIVED
DEC 19 1966
FOR FILING
F-196(25)
6907

Salem, Oregon 97310
December 16, 1966

Mr. L. H. Young
Office Engineer
BUILDING

Sweet Home-Foster Section
Extra Work Order No. 5
Maintenance

I am returning unapproved Extra Work Order No. 5 on this project. Items such as this which will not be approved by the Bureau of Public Roads should not be forwarded to them. They should instead be marked as nonparticipating work; especially on projects other than Interstate.

Please follow this line of reasoning on future orders of this type.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Enc.

cc: F. D. Morgan (Enc.)

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: December 14, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project F-196(25), Sweet Home - Foster Section
Extra Work Order No. 5 - Maintenance

We are returning unapproved all copies of the subject EWO No. 5 transmitted by Mr. Young's December 12, 1966 letter.

Our disapproval is based upon Section 116 of Title 23 USC.

Enclosures

NOTED
F. B. KLABOE

sig to Young
copy to Morgan
12-16-66

RECEIVED
DEC 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form E-208—634

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work G1-P

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Sweet Home-Foster Date November 21, 1966

Highway Santiam Contract No. 6907

County Linn Prefix 22-1026

Contractor Morse Bros. Inc. F. A. Project No. F-196(25)

Address Box 7, Lebanon, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Perform necessary maintenance on existing facilities in the areas as shown below until these areas are disturbed by contractor or until temporary suspension of work is rescinded.

Location by station numbers:

1530+50 to 1561 Lt. to R/W line
1561 to 1585 Lt. shoulder area only
1585 to 1642+02 Lt. to R/W line

1530+50 to 1561 Rt. to R/W line
1561 to 1600 Rt. shoulder area only

Estimate of quantities and cost:

Equip.	$ 400
Labor	350
Materials	250
	1,000
+ Contractors allowance 15%	150
Total	$ 1,150.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") It is necessary for contractor to perform maintenance work on an extra work basis due to an ordered partial temporary suspension of work on the project. Work does not lend itself to price agreement. No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 607,178.81
Present estimate of project cost, including $ 1,150.00 for work under this order	$ 607,178.81
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ George W. Wirrick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

SP-6391-734

Form E-200—5M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds and
Date Nov 2 1966
Dist. Engineer
U.S. Bureau of Public Roads

Project Name Sweet Home-Foster Date Nov. 21, 1966

Highway Santiam Contract No. 6907

County Linn Prefix 22-1026

Contractor Morse Bros., Inc. F. A. Project No. F-196(25)

Address Box 7, Lebanon, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove and waste existing pavement and rock where existing pavement is cracked or broken. This is outside the plan typical section grading work (toward center line).

Location by station numbers:

1530 to 1642+02 where needed

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JAN 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Equipment	$ 956
Labor	783
	$1,739
+ Contractor's Allowance 15%.	261
	$2,000

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

In the existing travel lanes there is pavement that is cracked or broken and therefore unstable. Pavement and rock cannot be removed with normal grading equipment. The work does not lend itself to Price Agreement. No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$607,178.81	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $2,000.00 for work under this order	$ Same	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent		

Submitted by: /s/ George W. Wirrick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer Asst., Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

EP-[illegible]-724

Waiving 1-23-67

Form E-800—536

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
NOV 30 1966
Date
G. I. R. Division Engineer
U.S. Bureau of Public Roads

Project Name Sweet Home-Foster Date Nov. 21, 19 66

Highway Santiam Contract No. 6907

County Linn Prefix 22-1026

Contractor Morse Bros., Inc. F. A. Project No. F-196(25)

Address Box 7, Lebanon, Oregon Order No. 7

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate and waste unsuitable material in soft spots that are pumping.

RECEIVED
DEC 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

1530+50 to 1642+02 where needed.

Estimate of quantities and cost:

	Equipment	$ 939.13
	Labor	800.00
		$1,739.13
+ Contractor's allowance 15%		$ 260.87
		$2,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Soft spots developed after placing base rock and cannot be removed with normal grading equipment. Work does not lend itself to price agreement. No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 607,178.81	
Present estimate of project cost, including $ 2,000.00 for work under this order	$ Same	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent		

Submitted by: /s/ George W. Warrick
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Gerald Wimer
ASST. Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer
Assistant State Highway Engineer or Office Engineer.

State Printing

Form S-220—6M

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date NOV 2 1966 By [signature]
Title Bridge Engineer
U.S. Bureau of Public Roads

Project Name Sweet Home-Foster Date October 31, 1966

Highway Santiam Contract No. 6907

County Linn Prefix 22-1026

Contractor Morse Bros., Inc. F. A. Project No. F-196(25)

Address Box 7, Lebanon, Oregon Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish all materials, equipment and labor for roof drain restoration from private property to storm sewer system.

Location by station numbers:

Where needed.

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NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Material	$ 55.00
Labor	135.00
Equipment	100.00
	$290.00
+ contractor's allowance 15%	43.50
TOTAL	$333.50

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Water from roof drains would soak up subgrade if not run into storm sewer system. Work does not lend itself to Price Agreement. No work performed to date.

Prior approval received from Division Office on Nov. 2, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 607,178.81
Present estimate of project cost, including $ 333.50 for work under this order	$ same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ George W. Wirrick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Bridge Engineer~~

Approval Recommended: /s/ Gerald Wimer, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer or ~~Assistant State Highway Engineer~~ Office Engineer.

State Printing

Approved 12-5-66

Form B-300-65

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement for additional funds are required
Date SEP 20 1966
For Dist. Engineer
U.S. Bureau of Public Roads

Project Name Sweet Home Foster — Date Sept. 19, 1966

Highway Santiam — Contract No. 6907

County Linn — Prefix 22-1026

Contractor Morse Bros., Inc. — F. A. Project No. F-196(25)

Address Box 7, Lebanon, Oregon — Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish, install, maintain, and remove temporary protective and directional signing for the convenience and directional routing of the traveling public through and around the project.

Location by station numbers: 1530+50 to 1642+02

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OCT 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Labor	$250.00
Equipment	125.00
Materials	125.00
	$500.00
Contractor's Allowance 15%	75.00
Total	$575.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") The above temporary signing is required for the safety and convenience of public traffic. Monies are provided in the original authorization.

No work performed to date.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 607,178.81
Present estimate of project cost, including $ 575.00 for work under this order	$ same
Expected under-run / over-run amount	$ 0
Expected under-run / over-run per cent	0

Space to right of this line is for use of Salem Office

Submitted by: /s/ George W. Wirrick, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ Gerald Wimer, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

State Printing [illegible]

RECEIVED
AUG 19 1966
FOR

COMMISSIONERS
GLENN O. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

F-196(25)

6907

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 11, 1966

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97204

ATTENTION: Mr. R. H. Sallee

RE: Power Line Adjustment
Pacific Power and Light Company
Sweet Home-Foster Section
Santiam Highway - Linn County
YOUR FILE: PD-9-OR-34

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 3, 1966, have been approved by the State. This will confirm our verbal authorization to proceed with the work as of August 4, 1966.

Reimbursement for the work performed subsequent to August 4, 1966, in the amount of $3,513.34, will be made in accordance with paragraph [illegible]e(3) of PPM 30-4 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By [illegible]
T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe
L. H. Young (2)
C. H. Maison
R. D. Asburry
H. N. Hoover
H. C. Johnson
F. W. Sugnet

RECEIVED
AUG 16 1966

F-196(25)

Form CD-121 (11-63) (Prss. by A.O. 206-10)

690

UNITED STATES GOVERNMENT

Memorandum

Salem

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 11, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M. E. Martin
Acting Division Engineer

SUBJECT: Oregon Project F-196(25)
Sweet Home - Foster Section
Grading and Paving

As requested in Mr. Young's letter of August 10, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of August 10, 1966 in the award of contract No. 6907 to Morse Bros. Inc., of Lebanon, Oregon, low bidder in the amount of $501,214.50 at the July 28, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
8-16-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 4 - 1966
FOR FILING

F-196(25)
6907

August 10, 1966

Bid July 28

Morse Bros., Inc.
East Grant Street
Lebanon, Oregon

Gentlemen:

The State Highway Commission on August 8 accepted your proposal for grading and paving the Sweet Home-Foster Section of the Santiam Highway in Linn County for the sum of $501,214.50 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6907.

Contracts forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
AUG 11 1966
FOR FILING

6107

August 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of August 2, 1966 is requested in the award of contract for the Sweet Home - Foster Section, Project No. F-196(25).

The contractor receiving the award is Morse Bros. Inc. of Lebanon in the amount of $501,214.50 with the Contract No. 6907 assigned. This bid was received on July 28, 1966 and awarded August 10, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PR 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the states contractors operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:kc

RECEIVED
JUL 11 1966
FILING

Form CD-121 (11-63) (Prea. by A.O. 206-16) UNITED STATES GOVERNMENT

Memorandum

KUIBOK

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 6, 1966

In reply refer to: 08-35.EC/710.12

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Federal-aid Primary Program

Mr. Chase's June 17, 1966 letter requested inclusion of one item in the subject program as a Stage 2 project. Approval of this action is effective this date for the following project:

NOTED
F. B. KUIBOK

Item	Project	Location	Work
461	F-196(25)	Sweet Home-Foster Sec.	Gr., Dr., Pave.

This project provides for 2.11 miles of construction at a total estimated cost of $625,000 of which $393,000 is reserved as Federal funds.

Approved
7-11-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 15 1966

FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

F-196(25) Linton

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: July 6, 1966

In reply refer to: 08-35.2-DA

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project F-196(25)
Sweet Home-Foster Section
Grading and paving

REFERRED TO
[illegible] Wand.
By Asst. State Hwy. Engr. 7-14-66

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way has been acquired or rights of entry obtained, with r elocation advisory assistance provided as indicated in Mr. Oakes' June 24, 1966 report except for 39 outstanding files. We understand that these files will be clear by date of bid opening and prior to your request for concurrence in award.

Your special provisions advise bidders that the following parcel will not be clear until August 27, 1966:

File No. 38542 - Menarey

Although this parcel was not mentioned in Mr. Oakes' report as not being clear, since the special provisions advised bidders, our Regional office concurs in this procedure to be in the public interest based on the information submitted with Mr. Young's June 28, 1966 letter.

The executed agreement dated March 8, 1966 with the city of Sweet Home covering traffic control measures and provisions for city-owned utility adjustments on the project was approved by this office on April 6, 1966.

You are authorized to proceed with the contractor's flagging included in your estimate for $5,000.00.

The pavement type selection of the project is accepted on the basis of documentation contained in your November 8, 1965 "Project Base Design" sheet.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

The findings of the Public Utility Commissioner regarding the type of protective devices to be installed at the Oregon Electric Railroad grade crossing are accepted with the understanding that more than one train will not be in operation at or occupy the multiple track crossing at the same time though not so indicated in the order.

Your exchange of correspondence with the railroad, dated March 18, 1966 and April 1, 1966 is satisfactory as an agreement with the understanding that railroad work will be on a non-participating basis since the agreement does not provide the 10 percent railroad contribution as required by subparagraph 5b(3) of PPM 21-10. A revised estimate sheet showing such work and utility adjustment as non-participating State work should be furnished in accordance with subparagraph 8a of PPM 21-5.

Mr. Young's July 5, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment

CC: Region w/attach
Wash. w/attach. PR-37 airmailed separately
Lusk
Van Dorn

RECEIVED
JUL 12 1966
OFFICE
STATE HIGHWAY ENGINEER

FORM E-1232 5OH 7-60

RECEIVED
JUL 6 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

NOTED
F. B. KLABOE

Dear Sir:

Complete P.S. & E. documents for the following projects have been submitted to your department and accordingly we are requesting your authorization to advertise them for bids to be received July 28, 1966.

I-808-7(19)346	Durbin Creek Structure
F-196(25)	Sweet Home - Foster Section

There is hereby incorporated by reference, as a condition of approval of these projects by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3(b)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adapted by the Bureau and set forth on pages 12-4 through 12-5 of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with IM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to avoid undue siltation or the deposition of chemical or petroleum wastes in the streams as stated in the standard specifications. There are no special measures planned as project expenditures for fish and wildlife protection on the projects.

In compliance with p. 16 PPM 21-6.3, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letters dated March 9, 1964 and November 1, 1965 subject to p. 16 PPM 21-6.3, "Product Selection and Bidding Procedures".

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the projects. The projects do not affect any of the above-mentioned resources.

We are forwarding right-of-way status reports dated June 24, 1966 and utility status report dated June 30, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

cc: Mr. F. B. Klaboe
Mr. R. N. Chase

RECEIVED
JUN 29 1966
FOR FILING

June 28, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Sweet Home-Foster Section
Project No. F-196(25)

Dear Sir:

We hereby request that the requirements of subparagraph 6a of PPM 41-6.3 relative to the contractor's working restrictions, immediate occupancy and use at the anticipated award date, be waived as being in the public interest for the above-mentioned project.

There are two garages which have been sold at public auction on property which the State purchased for right of way. The purchaser was given until August 27, 1966 in which to clear the right of way, and this is so noted in the specifications for this project.

One of the garages is a frame building which will be completely razed. The other garage is a concrete block building that the landowner, who was the high bid purchaser, plans removal of the front 10 feet to clear the right of way. The buildings are located right of center line stations 1535+45 and 1535+60.

The working restriction will be less than a month duration which we feel will not inconvenience the contractor or increase the project cost.

We therefore believe it is to the best interest of all concerned to receive bids for this project on July 28, 1966 and not delay the construction any further.

Attached are two copies of sketch map of the area and buildings involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb
Attach.

cc: F. B. Klaboe
G. E. Kobus
D. H. Hoobring
R. H. Chase

RECEIVED
JUN 27 1966

FOR FILING

F-10(1)
107

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 24, 1966

To: Mr. L. H. Young
Office Engineer

SUBJECT: Right of Way Status
FA Projects
July 28 Bid Opening

1 copy Const-RW-Elem

OFFICE ENGINEERING

On the following FA primary projects we have outstanding files as listed with the projects. We expect these projects to be clear by date of bid opening.

Relocation advisory assistance is being furnished on all files where necessary.

Sweet Home-Foster Section, Santiam Highway,
Linn County: Grade and Pave

38533 - Kenney
38534 - Warden
38535 - Speer
38540 - Kryiss
38543 - Strom
38546 - Whitney
38548 - Weddle
38550 - Long
38560 - Burrell
38563 - Grovom
38567 - Ellingsworth
38575 - Sheridan
38578 - Hermans
38579 - Cleveland
38580 - Lewis
38583 - Carter
38584 - Misner
38585 - Terry
38586 - Carter

38587 - Wills
38589 - Church of Christ
38591 - Walker
38601 - Director of V.A.
38605 - Hawthorne
38606 - Norquist
38607 - Waddle
38608 - Strouts
38617 - Atkins
38621 - Gooch
38623 - Danielson
38624 - Nothiger
38625 - King
38630 - Christie
38633 - Hall
38639 - Jennings
38647 - Wodtli
38649 - Bantz
38652 - Marchbanks
39415 - Mays

Delena-Rainier Section, Columbia River Highway,
Columbia County: Grading*

37884 - Calvert
38218 - Lowe
38225 - Johnston
39729 - Harding
39730 - VanHoozer
39731 - Wilson
39732 - Stennick
39733 - Burnham
39734 - State of Washington

[*We are concerned only with the files necessary for the proposed grading project.]

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

JRO:JP
cc: F. B. Klabee
G. E. Rohde
C. H. Maison
M. R. Mitchell

RECEIVED
JUN 22 1966
FOR FILING
F-19

June 17, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 461, Project F-196(25), Sweet Home-Foster Section, which we desire to have included in the Federal-Aid Primary Highway Program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. N. Chase
Federal Aid Engineer

RNC:jb

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	8,700	17,300	86	08	Oregon	35	012	461

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
					F-	196(25)			

COUNTY NAME	CODE	PROGRAM STAGE
Linn	043	[ ] 1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
P	37	16	20

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr. four 12' lanes H.T. pave. with 10' shoulders and curbs, 4' median and 4.5' rock footpath. Installation of RR crossing signals. ROW - 80' minimum; Access Control - partial; Parking Restrictions - partial; Utilities - adj. req. incl. prep. work.
2.11	625,000	393,000	232,000		
2.11	625,000	393,000	232,000		

REMARKS

USCOMM DUSCOMM-DC 48905-P61

SWEET HOME-FOSTER SECTION

PROJECT F-196(25)

Existing Facility

Two 11' lanes A.C. pavement with 8' shoulders.

Adjacent Sections

West and East Ends - 4'-12' lanes with 10' shoulders and 4' median.

Project Data

Grade and drain, four 12' lanes high-type pavement with 10' shoulders, 4' median, curbs and 4.5' rock footpath. Installation of #2B flashing lights and gong RR crossing signals.

Railroad Crossing

Railroad Name - Oregon Electric (Holly Branch)
No. of Tracks - 2 ("Y" connection to Holly Branch)
No. of Trains - 6 schedule trains and 14 switching movements
No. of Hi-speed Trains - None
Present Protection - #2 Flashing Light Signals
Proposed Protection - #2B Flashing Light Signals

Railroad Benefit - None

System Action, Airports, Water Development - None involved.

Public Hearing - Held December 16, 1965.

ORDER #42612

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-344

In the Matter of the Application of the STATE OF OREGON by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of the Oregon Electric Railway, known as the SWEET HOME GRADE CROSSING ALTERATION project, in the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 32, Township 13 South, Range 1 East, Willamette Meridian, Linn County, Oregon.	ORDER

On January 5, 1966, the Oregon State Highway Commission applied for authority to alter an existing railroad-highway grade crossing designated as 3HO.2 and located as set forth in the above title.

Applicant alleges that the filing is made pursuant to the provisions of ORS 366.205 and 763.030; that such alteration is necessary to the reconstruction and improvement of the Sweet Home-Foster section of the Santiam Highway, Primary State Highway No. 16; that construction of a grade separation structure is not practical because of the close proximity of the Santiam River and because of the effect such structure would have upon the city streets intersecting the highway in the area, and that train speeds are restricted to 5 miles per hour at the crossing.

Applicant agrees to bear all costs of construction and sets forth certain proposals for the apportioning of work to be done, the manner of the alterations to be made, and the method of protecting the crossing, all of which is explained below in greater detail.

Attached to and a part of the Application is a drawing marked "Exhibit A" and entitled "Vicinity Map and Profile, Grade X-ing of Oregon Electric R.R., Sweet Home-Foster Section, Santiam Highway". On it is shown a sketch map of the general area; details relative to alignment and intersection of highway and railroad; location of the culture in the adjacent area; a typical cross section of the planned roadway, and a profile of the approach grades of railroad and highway.

Copies of the Application and drawing attached thereto were forwarded to the Attorney for and Superintendent of the Oregon Electric Railway Company and to the Mayor and City Council of the City of Sweet Home, Oregon. All of the aforementioned parties subsequently advised the Commissioner that they have no objections to the granting of the Application as filed.

Subsection 2 of ORS 763.080 permits the issuance of an order, under certain conditions when no issues are raised, granting the authority or the relief requested without the hearing otherwise required under ORS Chapter 763. No such issues within the purview of the above cited statute are raised by any party hereto.

Due and careful consideration has been given to all representations set forth in the Application, to the record and to the statutory provisions pertaining thereto. No issues are raised by any railroad or public body in interest that are within the purview of ORS 763.080. There is no apparent need for a public hearing in this matter and the delays that would be occasioned and the expense that would be incurred thereby are not justified. Good cause appearing therefore such public hearing will not be held.

Based upon the record and Application herein, it is found that:

Applicant is a "public authority", Oregon Electric Railway Company is a "railroad"--and hereinafter so referred to--and the Santiam Highway is a "highway" all as defined in ORS 763.010; and that the Application herein is filed in accordance with the provisions of ORS 366.205 and 763.030.

In connection with the reconstruction and improvement of the Sweet Home-Foster section of the Santiam Highway, primary State Highway No. 16, the Oregon State Highway Commission alleges that it is necessary and desirable that existing grade crossing 3HO.2 be altered. Said crossing involves 2 tracks and is at a point of intersection of the railroad's Holly Branch tracks and the Santiam Highway. The point of intersection is at Highway Engineers' Centerline Station "L" 1537+34.14 equals Railway Station 10+00.2 Holly Branch, with an angle of intersection of 104°19' in the Northeast Quadrant, measured from the highway centerline to the line tangent to the railroad curve at the point of intersection. The centerline of the East Leg Wye of the Railway and the relocated highway intersect at Highway Engineer's Centerline Station "L" 1538+34.13 equals Railway Station 3+18.4 East Leg Wye, with an angle of intersection of 75°28' in the Northeast Quadrant.

The proposed alteration consists of widening the crossing from its present basic 2-lanes to a Highway Department Class "A(4)" highway composed of four 12-foot wide surfaced lanes separated by a 4-foot median plus a 10-foot paved parking strip bounded by curbs and gutters and a 4-foot, 6-inch gravelled footpath on each side.

The reconstructed highway will approach the crossing from the west on an ascending grade of 0.78%, cross the tracks on a descending grade of 0.13%, then proceed easterly on an ascending grade of 0.71%. The train sight distances approaching the crossing over the Holly Branch are as follows: Fifty feet to the north and 56' to the south from a point on the highway 500' west of the crossing; 150' to the north and 85' to the south from a point on the highway 500' east of the crossing; 266' to the north and 325' to the south from a point on the highway 50' west of the crossing, and 810' to the north and 850' to the south from a point on the highway 50' east of the crossing.

The train sight distances approaching the crossing over the other tracks, the East Leg Wye,are as follows: Sixty three feet to the north and 74' to the south from a point on the highway 500' west of the crossing; 102' to

the north and 64' to the south from a point on the highway 500' east of the crossing; 190' to the north and 850' to the south from a point on the highway 50' west of the crossing, and 287' to the north and 558' to the south from a point on the highway 50' east of the crossing.

In 1964 the annual daily traffic upon the said section of highway was 8,700 vehicles. It is estimated that by 1984 such traffic will increase to 17,300 vehicles. There are presently 6 scheduled train and 14 switching movements across the crossing with a speed of 5 miles per hour. Such movements occur at varied times during hours of daylight and darkness.

The profile of the crossing will remain substantially unchanged and no change in traffic pattern will result from the proposed construction.

Applicant also intends to improve the existing signal protection, consisting of two Public Utility Commissioner's Standard No. 2 Flashing Light Signals by replacement with two Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot cantilever arms and gongs. An auxiliary set of flashing lights and a sign mounted on each mast reading "2 TRACKS" will also be installed.

Applicant proposes that the alteration, protection and maintenance of the crossing be handled and the costs thereof be borne as follows:

TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications, award a contract for and supervise the construction necessary to the alteration of the crossing.

(b) Finance the construction of the project, including reimbursement to the Railroad for its costs for necessary expenditures incurred in connection therewith.

(c) Furnish and install the asphaltic concrete pavement for the crossing, including the area between the inner guardrails.

(d) After completion of the crossing, maintain the asphaltic concrete surface of highway approaches and appurtenances.

TO BE DONE BY RAILROAD:

(a) Subject to reimbursement as provided in (b) above under TO BE DONE BY APPLICANT:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect the railroad operations during the construction of the proposed crossing alteration.

2. Remove and salvage the existing Public Utility Commissioner's Standard No. 2 Flashing Light Signals and credit Applicant with the value of the salvage.

3. Furnish and install 2 Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals, equipped with 12-foot Cantilever Arms and Gongs, auxiliary flashing lights and a multiple track sign reading "2 TRACKS", at appropriate locations on each side of the altered railroad crossing.

4. Provide and install preservative treated ties and ballast on and along those portions of the tracks to be crossed by the reconstructed crossing; furnish and install inner guardrails to provide flangeways by the retention of the roadway pavement, for a length, measured along the centerline of the respective Branch Line tracks, of 87 feet; prepare said track areas for the application by Applicant of asphaltic concrete paving.

5. Remove to a safe place as needed and relocate in a permanent location such of its communication lines as may conflict with the proposed construction.

(b) At its own cost and expense, maintain the crossing surface, rails, ties, ballast, signals and other railroad facilities.

The increasing vehicle traffic on the Sweet Home-Foster section of the Santiam Highway and over the subject crossing makes necessary the widening and improving of the highway for the convenience and accommodation of the public, and the need for alteration of Crossing 3HO.2 in connection therewith is evident. No objections are made to the proposed plan for its reconstruction, its maintenance thereafter, or to the protection that will be afforded. The proposals for the manner of construction, for the allocation of work to be done and for the apportionment of costs to be borne are fair and reasonable. Such proposals are approved. After its reconstruction and the installation of the protective devices as set forth above, the altered crossing will be safe and adequate for the anticipated normal rail and vehicular use thereof.

From the foregoing it is concluded that it is in the public interest that the Application be granted and the crossing be altered. It is therefore

ORDERED that the Application of the State of Oregon, by and through its State Highway Commission, for authority to alter the crossing at grade of Oregon Electric Railway Company and the Santiam Highway, Primary State Highway No. 16, designated as Crossing No. 3HO.2, be and the same is hereby granted under the following terms and conditions:

1. The construction shall be done in a good and workmanlike manner and in accordance with modern accepted engineering practice. The alteration shall be made in conformity as to location and general design with the details as shown on the drawings submitted with the Application and above identified;

2. The crossing shall be surfaced, between and even with the top of the rails for the full traveled width of the roadway, with asphaltic concrete pavement.

3. There shall be installed and maintained at both locations proposed by Applicant herein, one Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signal equipped with 12-foot Cantilever Arms and Gongs, auxiliary flashing lights and a multiple track sign reading "2 TRACKS". Such signals and signs shall be installed and operated in conformity with Division IV, Subdivision 4 of the Rules and Regulations of the Commissioner;

4. The manner of construction and all work in connection with the alteration of the crossing, the installation of the signals and signs and the subsequent maintenance of signals, signs and all other highway, crossing and railroad facilities and appurtenances associated with said crossing shall otherwise be done and the costs thereof shall be borne in accordance with the proposals set forth above and approved in the findings of the Commissioner; and it is further

ORDERED that the designation 3HO.2 presently assigned shall be continued as a means of identification of the crossing in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 10th day of May, 1966.

Public Utility Commissioner

(SEAL)

RECEIVED
APR 14 1966
FOR FILING

March 16, 1966

MISC. CONTRACTS and AGREEMENTS No. 8026

2-2

Agenda Item 4f 3-8-66

Mr. Robert G. White
City Recorder
City Hall
Sweet Home, Oregon

Dear Mr. White:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement pertaining to Sweet Home-Foster Section of Santiam Highway in Linn County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
FEB 3 - 1966
FOR FILING

Coast
3/14
Santiam

February 2, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the March 8 Highway Commission meeting will be a cooperative construction agreement with the City of Sweet Home pertaining to the Sweet Home-Foster Section of the Santiam Highway (US20) in Linn County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, grade revisions, et cetera, within the city and further holds the State harmless from any damages to any property resulting from drainage runoff of the storm sewer pipe to be constructed at the request of the City.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including any sidewalks, lying outside the curb line of the project.

The project is currently scheduled for the July bid letting and estimated to cost approximately $700,000.

Your approval is recommended and your authority is requested for the Secretary's signature for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison R. D. Asbury

DNH:mm fn

RECEIVED
MAR 2 - 1966
FOR FILING
F 12 (2)
69 I

February 2, 1966

The Hon. Gerald Wooley
Mayor of Sweet Home
City Hall
Sweet Home, Oregon

agenda
1-25-66
3 fr

Dear Mayor Wooley:

The State Highway Commission at its meeting on January 25, 1966, adopted a survey concerning improvement on the Sweet Home-Foster Section of the Santiam Highway.

You will recall that a public hearing on this project was held in Sweet Home on December 16, 1965, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 306", adopting the the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachments

cc: Victor Wolfe

Survey Reso # 306.

F-1(25)

February 2, 1966

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

The State Highway Commission at its meeting on January 25, 1966, adopted a survey concerning improvement on the Sweet Home-Foster Section of the Santiam Highway.

You will recall that a public hearing on this project was held in Sweet Home on December 16, 1965, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 306", adopting the survey.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jf

Attachments

FORM E-123X 90M 9-64

RECEIVED
JAN 6 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
WASCO
FOR [illegible], MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

NOTED
R. L PORTER

Dear Sir:

Under date of October 11, 1965, Mr. Robert White, City Manager of Sweet Home, was notified by letter of the Oregon State Highway Commission's proposed plans to reconstruct the Sweet Home-Foster Section of the Santiam Highway.

A letter dated October 21, 1965, from Mr. White indicated the City requested a hearing on this matter. Mr. White was notified by letter of November 22, 1965, that a hearing would be held in the Sweet Home City Hall on Thursday, December 16, 1965, beginning at 2 p.m. and would be preceded by informal informational hearings on December 15 and December 16, 1965.

Public notices were published in the various newspapers in the area on December 2 and December 9, 1965.

Copies of all correspondence on this matter and a transcript of the hearing are enclosed.

This certifies that the State Highway Department has held a public hearing in a convenient location for the purpose of enabling persons through or contiguous to whose property the highway will pass to express any objections they may have to the proposed location of this section of highway and that the State Highway Department has considered the economic effects of the location in the light of the matters presented at the hearing.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H S Cox

H. S. Cox
County and City Engineer

RECEIVED
JAN 5 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:mm
Att.
bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
G. E. Rohde
F. D. Morgan
L. H. Young
J. E. Morelock
R. N. Chase

FORM E-123X 50M 9-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
January 5, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

On November 15, 1965, the Malheur County Court was notified by letter of the Highway Commission's plans to widen and reconstruct to four-lane interstate highway standards the Olds Ferry-Ontario Interchange Section of the Old Oregon Trail (I-80N). Public notices were published in the Vale MALHEUR ENTERPRISE and Ontario ARGUS-OBSERVER newspapers concerning the proposed project. Under date of December 21, 1965, a letter was received from Hon. Ellis A. White, County Judge, stating that no requests had been received for a public hearing; therefore no hearing was held. Copies of all correspondence are attached.

This certifies that the people in Malheur County were notified of the proposed project and that no person has requested a hearing, and that the State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Coy

H. S. Cox
County and City Engineer

DWH:mm
Att.
bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
J. E. Morelock
L. H. Young
R. N. Chase
G. E. Rohde
D. H. Moehring

RECEIVED
JAN 5 1966
ENGINEER

JNH:ja
1-4-65

Pux 589

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

1 4 66

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for authority to alter a crossing at grade over the tracks and right of way of the Oregon Electric Railway, known as the SWEET HOME GRADE CROSSING ALTERATION project, in the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 32, Township 13 South, Range 1 East, Willamette Meridian, Linn County, Oregon.	A P P L I C A T I O N No._____

Comes now the Applicant State Highway Commission and files its Application in the above-titled matter.

The Applicant herein respectfully represents:

I

That the name and address of your Applicant are State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II

That this Application is made under the authority of ORS 366.205 and 763.030.

III

That the Applicant proposes the reconstruction of the Sweet Home-Foster Section of the Santiam Highway, Primary State Highway No. 16; that in connection therewith it will be necessary and desirable to alter the existing grade crossing No. 3HO.2 in the Commissioner's Catalog of Railroad crossings in the State of Oregon, between the Holly Branch line tracks of the Oregon Electric Railway, and said Santiam Highway. Said crossing involves two tracks of said Railway; the Holly Branch centerline and the highway intersect at Highway Engineer's Centerline Station "L" 1537+34.14

JNH:ja
1-4-65

equals Railway Station 10+00.2 Holly Branch, with an angle of intersection of 104°19' in the Northeast Quadrant, measured from the highway centerline to the line tangent to the railroad curve at the point of intersection; the centerline of the East Leg Wye of the Railway and the relocated highway intersect at Highway Engineer's Centerline Station "L" 1538+34.13 equals Railway Station 3+18.4 East Leg Wye, with an angle of intersection of 75°28' in the Northeast Quadrant; that the proposed alteration shall consist of widening the crossing from its present basic 2-lanes to a Highway Department Class "A(4)" highway composed of four 12-foot wide surfaced lanes separated by a 4-foot median plus a 10-foot paved parking strip bounded by curbs and gutters and a 4-foot, 6-inch gravelled footpath on each side. The profile of the crossing will remain substantially unchanged. Said profile and typical section appear on the attached Oregon State Highway Department Drawing No. 8B-34-12, attached hereto, marked Exhibit "A", and by reference made a part hereof. No change in the traffic pattern will result from the proposed construction. Existing signal protection, consisting of two Public Utility Commissioner's Standard No. 2 Flashing Light Signals, shall be replaced by two Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot cantilever arms and gongs, plus an auxiliary set of flashing lights and a sign reading "2 TRACKS" mounted on each mast.

IV

That because of the close proximity of the Santiam River and the effect of a grade separation structure upon the city streets intersecting the highway in the area, a grade separation structure at the intersection is not practical of construction; train speeds are restricted to 5 miles per hour at the crossing.

V

That in 1964 the annual daily traffic upon said section of the highway was 8700 vehicles, which is projected to increase to 17,300 vehicles in 1984; that there

are presently scheduled 6 train movements and 14 switching movements across the crossing with a speed of 5 miles per hour.

VI

That the reconstructed highway will approach the crossing from the west on an ascending grade of 0.78%, cross the tracks on a descending grade of 0.13%, then proceed easterly on an ascending grade of 0.71%.

VII

That the sight distances approaching the crossing are as follows:

HOLLY BRANCH

FROM A POINT ON THE HIGHWAY 500' WEST OF THE CROSSING: (Point A)

North 50'
South 56'

FROM A POINT ON THE HIGHWAY 500' EAST OF THE CROSSING: (Point D)

North 150'
South 85'

FROM A POINT ON THE HIGHWAY 50' WEST OF THE CROSSING: (Point B)

North 266'
South 325'

FROM A POINT ON THE HIGHWAY 50' EAST OF THE CROSSING: (Point C)

North 810'
South 850'

EAST LEG WYE

FROM A POINT ON THE HIGHWAY 500' WEST OF THE CROSSING: (Point E)

North 63'
South 74'

FROM A POINT ON THE HIGHWAY 500' EAST OF THE CROSSING: (Point G)

North 102'
South 64'

FROM A POINT ON THE HIGHWAY 50' WEST OF THE CROSSING: (Point C)

North 190'
South 850'

JNH:ja
1-4-65

(sight distances continued)

FROM A POINT ON THE HIGHWAY 50' EAST OF THE CROSSING: (Point F)

North 287'
South 558'

VIII

That Applicant proposes that the alteration, protection and maintenance of the crossing be handled and the costs thereof borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the alteration of the crossing and supervise the construction thereof.

(b) Finance the construction of the project from state funds without participation therein by respondent Railway; said financing shall include reimbursement to Railway for its costs for necessary expenditures incurred in connection therewith, using the accounting practices contained in PPM 30-3, issued by the United States Department of Commerce, Bureau of Public Roads, under date of August 15, 1955, and amendments and supplements thereto.

(c) Furnish and install the asphaltic concrete pavement for the crossing, including the area between the inner guardrails.

(d) After completion of the project, maintain the asphaltic concrete surface of highway approaches and appurtenances.

THINGS TO BE DONE BY RAILWAY:

(a) Subject to reimbursement as provided in (b) above under THINGS TO BE DONE BY APPLICANT:

1. Furnish such engineering, inspection, watchmen and flagmen services as may be necessary to protect the

railroad operations during the construction of the proposed crossing alteration.

2. Remove and salvage the existing Public Utility Commissioner's Standard No. 2 Flashing Light Signals and credit Applicant with the value of the salvage.

3. Furnish and install 2 Public Utility Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals, equipped with 12-foot Cantilever Arms and Gongs, auxiliary flashing lights and a multiple track sign reading "2 TRACKS", at appropriate locations on each side of the altered railroad crossing.

4. Provide and install preservative treated ties and ballast on and along those portions of the tracks to be crossed by the reconstructed crossing; furnish and install inner guardrails to provide flangeways by the retention of the roadway pavement, for a length, measured along the center-line of the respective Branch Line tracks, of 87 feet; prepare said track areas for the application by Applicant of asphaltic concrete paving.

5. Remove to a safe place as needed and relocate in a permanent location such of its communication lines as may conflict with the proposed construction.

(b) At its own cost and expense, maintain the crossing surface, rails, ties, ballast, signals and other railroad facilities.

IX

That the crossing to be altered is located in the Northwest Quarter of the Northwest Quarter (NW¼NW¼) of Section 32, Township 13 South, Range 1 East, Willamette Meridian, Linn County, Oregon.

JNH:ja
1-4-65

WHEREFORE, Applicant prays for an order authorizing such proposed crossing alteration and the allocation of the costs thereof, in accordance with this Application and for such other or further order or orders as may be just and proper in the premises.

Dated at Salem, Oregon, this 4th day of January, 1966.

STATE OF OREGON, by and through
its State Highway Commission
G. E. ROHDE
Assistant Attorney General and Chief
Counsel for the State Highway Commission

By_____
J. N. HERSHBERGER
Utilities & Railroad Attorney

STATE OF OREGON)
) ss
County of Marion)

I, R. L. Porter, being first duly sworn, say that I am the Deputy State Highway Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

R. L. PORTER

Subscribed and sworn to before me this 4th day of January, 1966.

J. N. HERSHBERGER
Notary Public for Oregon
My commission expires February 20, 1966

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

J. N. HERSHBERGER
Utilities & Railroad Attorney

RECEIVED
JAN 4 - 1966
FOR FILING

January 3, 1966

Oregon State Highway Commission

Gentlemen:

Our survey on the Sweet Home--Foster Section of the Santiam Highway in Linn County has been completed. The public hearing on this section was held December 14, 1965, and no objections to the project were offered.

The length of this section is 2.1 miles and I am attaching a map for your information. You have previously approved $875,000 for the construction and right-of-way purchase.

I recommend your approval of this survey and request authorization to purchase the necessary rights-of-way. This matter will be on the agenda for the January 25 meeting.

Very truly yours,

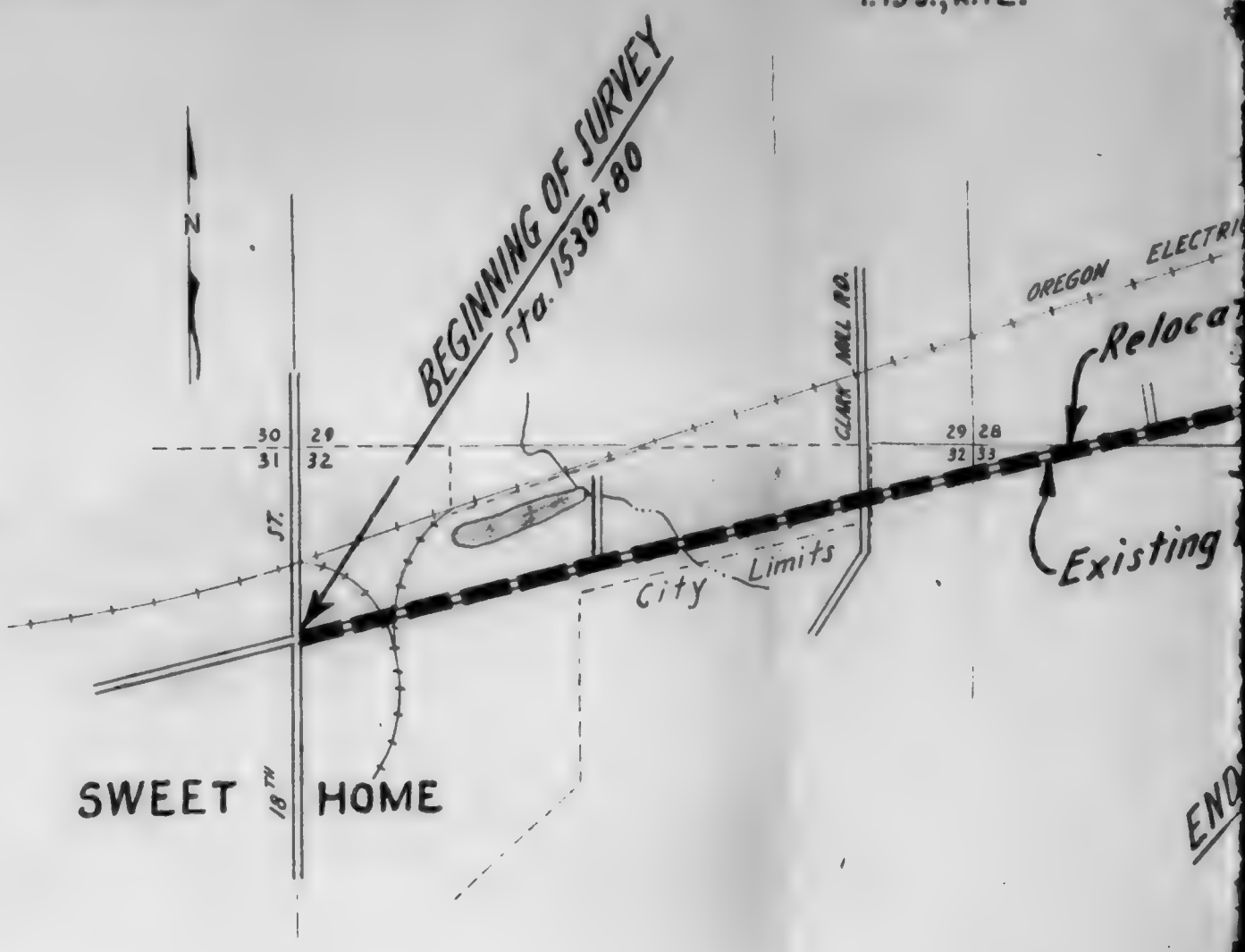
Forrest Cooper
State Highway Engineer

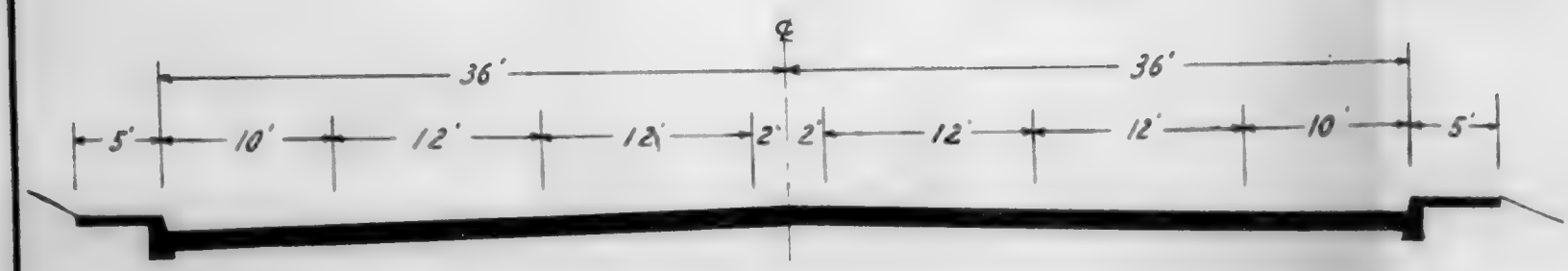
Attachment

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
D. H. Moehring
R. D. Asburry

DJB:nh bg

T. 13 S., R. 1E.





TYPICAL SECTION

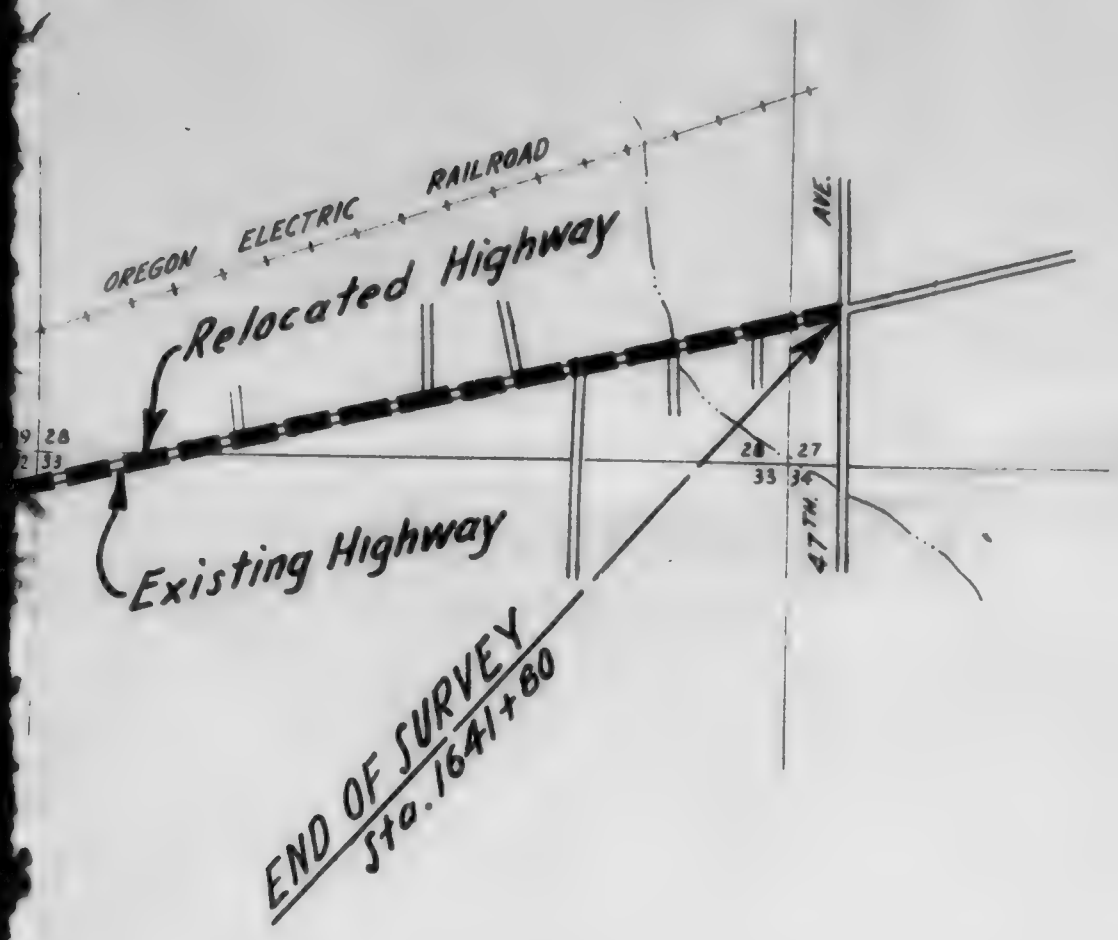
PUBLIC HEARING ..
SYSTEM ACTION
COUNTY ..
STATE HIGH
BUREAU OF
THROUGHWAY RESOL
ACCESS CONTROL ..

APPROVED:

2.10 Mi.

DRG. NO. 1R-4-183

R.1E.



PUBLIC HEARING ..... Dec. 16, 1965

SYSTEM ACTION

COUNTY ..... None Required

STATE HIGHWAY COMMISSION ..... None Required

BUREAU OF PUBLIC ROADS ..... None Required

THROUGHWAY RESOLUTION ADOPTED ..... None Required

ACCESS CONTROL ..... Limited

APPROVED: DEC 31 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

SWEET HOME~FOSTER SEC.

SANTIAM HIGHWAY

LINN COUNTY

SCALE: 1"=1,500'± | DATE: Dec., 1965

FOR DETAILS SEE DRG. NO.

8B-33-18 Sep., 1965

RECEIVED
DEC 27 1965
FOR FILING

FORM E-30X—30M—1-65 SP 18102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1965

NOTED
R. L. PORTER

To: Mr. G. E. Rohde
Chief Counsel
BUILDING

ATTENTION: Mr. J. N. Hershberger

SUBJECT: P.U.C. Application for Alteration of Grade Crossing at Sweet Home
Sweet Home-Foster Section
Santiam Highway
Linn County

The reconstruction of the above-captioned section of this highway will require the alteration of the existing grade crossings of the Santiam Highway and the Oregon Electric Railway track. Attached you will find twelve (12) prints of our Drawing No. 8B-34-12 showing the plan profile and vicinity map of this crossing.

This crossing is located in the NW 1/4 of the NW 1/4 of Section 32, T 13 S., R 1 E. W.M., Linn County, Oregon. The centerline of the Holly Branch of the Oregon Electric Railway and the reconstructed highway intersect at Highway Station "L" 1537+34.14 = Railroad Station 10+00.2 Holly Branch, the angle of intersection being 104° 19' in the NE quadrant when measured from the highway centerline to the line tangent to the railroad curve at the point of intersection. The centerline of the East Leg Wye of the Oregon Electric Railway and the relocated highway intersect at Highway Station "L" 1538+34.13 = Railroad Station 3+18.4 East Leg Wye the angle of intersection being 75° 28' in the NE quadrant.

The proposed new construction of this section of the Santiam Highway which includes this crossing of the Oregon Electric Railway will be composed of four 12-foot travel lanes with a 4-foot median, 10-foot paved parking areas bounded by curbs and gutters and 4-1/2 foot stone footpaths. The total width of the crossing will be 72 feet between curbs. The reconstructed highway will approach the crossing from the west on an ascending grade of 0.78%, crossing the tracks on a descending grade of 0.13%, then proceeding eastward on an ascending grade of 0.71%. Neither of the tracks at this crossing will be changed as a result of our reconstruction.

The 1964 ADT at this point on the Santiam Highway was 8700 vehicles per day, and is projected to increase to 17,300 in 20 years. There is an average of

6 train movements and 14 switching movements per day at a maximum speed of 5 miles-per-hour. Sight distances approaching the crossings are as follows:

HOLLY BRANCH

FROM A POINT ON THE HIGHWAY 500' WEST OF THE CROSSING: (Point A)

North 50'
South 56'

FROM A POINT ON THE HIGHWAY 500' EAST OF THE CROSSING: (Point D)

North 150'
South 85'

FROM A POINT ON THE HIGHWAY 50' WEST OF THE CROSSING: (Point B)

North 266'
South 325'

FROM A POINT ON THE HIGHWAY 50' EAST OF THE CROSSING: (Point C)

North 810'
South 850'

EAST LEG WYE

FROM A POINT ON THE HIGHWAY 500' WEST OF THE CROSSING: (Point E)

North 63'
South 74'

FROM A POINT ON THE HIGHWAY 500' EAST OF THE CROSSING: (Point G)

North 102'
South 64'

FROM A POINT ON THE HIGHWAY 50' WEST OF THE CROSSING: (Point C)

North 190'
South 850'

FROM A POINT ON THE HIGHWAY 50' EAST OF THE CROSSING: (Point F)

North 287'
South 558'

The existing crossings are protected by two Commissioner's Standard No. 2 Flashing Light Signals. It is proposed that these be replaced by the installation of two Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals with 12-foot Cantilever Arms and Gongs. This signal should have an auxilliary set of flashing lights and a sign with the inscription "2 TRACKS" mounted on the post.

This project will be a State project and will be financed entirely with State Highway funds with no contribution requested from the railroad. The railroad will be reimbursed for its cost in accordance with PPM 30-3 and all supplements thereto.

In the construction of this project it is proposed the work be allocated in the following manner:

1. THINGS TO BE DONE BY THE RAILROAD SUBJECT TO REIMBURSEMENT BY THE STATE:

   (a) Furnish and install two Commissioner's Standard No. 2B Bracket Mounted Flashing Light Signals with gongs and multiple track signs denoting "2 TRACKS" mounted thereon.

   (b) Salvage the existing Commissioner's Standard No. 2 Flashing Light Signals and credit the State with the value of the salvage.

   (c) Provide and install preservative treated ties and ballast on and along the portion of tracks to be crossed by the reconstructed roadway. Install inner guardrails to provide flangeways by the retention of the roadway pavement for a width, when measured along the centerline of the track, of 87 feet on the Holly Branch and 87 feet on the East Leg Wye, and prepare each track area for the acceptance of asphaltic concrete pavement.

   (d) Relocate railroad communication lines which conflict with the proposed construction.

   (e) Provide such watchmen and flagmen as may be necessary to protect traffic upon the railroad during the period of construction of the crossing.

2. THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN COST AND EXPENSE:

   (a) Maintain the railroad tracks, ties, ballast, inner guardrails, warning signs and other railroad facilities after reconstruction of the crossing.

3. THINGS TO BE DONE BY THE STATE AT ITS OWN COST AND EXPENSE:

   (a) Prepare plans, specifications and award a contract for the construction of the project.

   (b) Except as hereinafter stated under "THINGS TO BE DONE BY THE RAILROAD COMPANY AT ITS OWN COST AND EXPENSE", reimburse the railroad for necessary expenditures caused by the construction of this crossing; such reimbursement shall be made in accordance with the accounting practices provided under the terms of PPM 30-3 issued by the Bureau of Public Roads under date of August 15, 1955 and all supplements and amendments thereto.

   (c) Install and maintain the asphalt concrete pavement between the inner guardrails of the crossings.

Please prepare a Petition to the Public Utility Commissioner for a Hearing on this project.

F. D. Morgan
Construction Engineer

By

Phil G. Preston

(for) T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
DEC 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RMF:TWL:bjm

cc: R. L. Porter

RECEIVED
DEC 15 1965
FOR FILING
File 126 (25)
6907

Salem, Oregon 97310
December 15, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Sweet Home-Foster Section
Santiam Highway
Linn County

Attention: Mr. D. J. Barbee

Reference is made to the property located on the south side of the highway between 18th Street and the railroad. Enough of this property should be purchased so that the full section is carried throughout.

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

RECEIVED NOV 15 1965

SPEED MEMO

D-4165

FOR FILING
OREGON STATE HIGHWAY DEPARTMENT

TO: MEMO TO FILES

SUBJECT: Sweet Home-Foster Section
Santiam Hwy #16

FROM: D. V. Harwell - Co-City Div.

DATE: Nov. 9, 1965

In regards to subject matter the City of Sweet Home was notified by letter of Oct. 11 of the proposal of State to construct said section & offer of a public hearing if desired. In reply of Oct. 21 Mr. Robt. G White, City Mngr., requested a hearing and enclosed a list of some (12) various questions pertaining to construction.

On Nov. 4, Mr. G. Wimer, Asst. Div II Engr., met with Mr. White & discussed these matters & by letter to Mr. F.D. Morgan, Const. Engr., has requested modification of plans & preparation of estimates after which a further meeting will be held between Wimer & White.

Mr. V.D. Wolfe, Admin. Asst., has requested this matter be given immediate attention to consumate these problems & notification of same be given this office so a Public Hearing date may be set. The R-W Division would also like notification as they anticipate problems in this regard.

Immediate consideration is requested by the parties involved.

cc: F.B. Klobe
F.D. Morgan (D.J. Barbee)
V.D. Wolfe

D. V. Harwell, Office Engr. Co-City Div
(SIGNATURE)

PLEASE REPLY HERE

RECEIVED NOV 9 1965 OFFICE OF STATE HIGHWAY ENGINEER

CC: _____ (SIGNATURE) _____ (DATE) _____

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1ST 2 CARBONS INTACT.

FORM E-20X—30M—1-65 SP 19102-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 8, 1965

SUBJECT: Sweet Home-Foster Section
South Santiam Highway

To: Mr. F. D. Morgan
Construction Engineer
Department

Attention: Mr. D. J. Barbes

Resident Engineer L. L. McIntyre and I met with Sweet Home City Manager Bob White November 4 and discussed as follows the items listed in his October 21 letter concerning the subject section and as promised in Assistant State Highway Engineer W. B. Klaboe's November 3 letter, copies of both of which are attached for your convenience.

1. and 2. Right of way width:

Explained that east of the railroad tracks our minimum right of way width would be 90 feet except where slopes required wider widths and adjacent development permitted, in which case the minimum would be 100 feet. He saw the need for such widths but thought local citizens might question the widths affecting their particular ownership.

3. and 6. Street intersections:

Assured him that all street intersections within the limits of the project would have 20-foot curb radii excepting that the westerly side of 18th Avenue is not within the project, but if the City would acquire additional right of way in the southwesterly quadrant we would cooperate on maintenance in flattening the portion of a flatter radius within our right of way. Also assured him that we would construct these curb radii to match the side street widths requested in his letter, the only qualification being that since the 24th Avenue right of way is insufficient to accommodate the requested 36-foot width between curbs that we would only return the curbs at that intersection as far as the right of way permitted, beyond which a tapered paved connection would be made with the existing narrow roadway.

As the 24th Avenue right of way will some day need to be widened to accommodate the street section proposed by the City, they now have requested that our curb returns line up with a constructed centerline parallel to and 1½ feet easterly of the present right of way centerline, which they will stake upon request. This will allow, with a 3-foot footpath on the westerly side of 24th Avenue only, uniform

widening on each side. This proposal is shown on the attached plans. The City does not own, or by other means have title to, the area we show as a street southerly of Station 15.9+50. Although the City desires at sometime in the future to make this a public street, it could put them in an awkward position if we construct a public street intersection. It is, therefore, recommended the plans be revised to call for a simple dropped curb at this location and that we not buy more than 50 feet of right of way on the southerly side through this area.

4. City-constructed sidewalks:

White asked that our specifications alert our contractor to the possibility that the City may contract for P.C.C. sidewalks on both sides from 15th to Station 1546 except where the State is to replace existing sidewalks. If they do during the life of our contract, the stone footpath could be eliminated and the City would either have to accept the grading exterior to the curb as it was at the time they let their contract or wait until our contractor brought it to the typical section called for by the plans or, if an agreement could be reached between all parties involved, to the new grade required by the P.C.C. sidewalk. This will have to be determined at the time except that our special provisions should reserve the City this right without extra compensation to our contractor. The City proposes a 5.0-foot width exterior to the curb or 5.5-foot width including the curb and wider where businesses require wider width.

5. Typical section, 16th Avenue-Railroad Unit:

Told White we were considering a 72-foot width between curbs on the above unit but since this would require taking of several business buildings on the southerly side, we would consider a narrower section if the City would agree to a parking prohibition. He was to take the matter up with other city officials and advise of the decision. Assured him that regardless of section, any existing curbs, sidewalks or driveways disturbed by our construction would be replaced in kind.

7. and 10. City water and sewer lines:

Tom Iwen apparently has their 'as built' sewer lines. These are slightly different than shown on our proposed construction plans. Our plans should be modified accordingly. In case there are some other revisions our Utilities Engineer, Fred Sugset, by a copy of this letter, is instructed to review the data he has collected with Iwen and make sure that our plans correctly show what is existing. White proposes to have the water and sewer lines described in detail on Item 7 of his list installed before our contract is let. The proposed sewer line has been sketched on the attached plans and should be shown on our construction plans. The proposed water line is already shown on our construction plans as being in place. Our special provisions should alert our contractor that if these installations are not completed by the time of contracting that this will not entitle him to extra compensation to work around their contractor.

8. and 9. Storm sewer vicinity of railroad:

Assured White a catch basin would be installed on the southerly side at Station 1538+72 and that we would have no objection to the City draining with a storm sewer system a small area to the south into it. We should make a stub out of our catch basin for this purpose.

Also assured him that we would replace our existing 12-inch cross culvert with an 18-inch at Station 1544+70 and the City could tie onto it to drain an area south of the highway at this location. Told him that we would obtain our own outlet easement at this location. In this regard MacIntyre is obtaining data for modifying the existing easement, as it will at least need to be temporarily wider and restated to allow larger culvert at a deeper depth than presently exists. The plans as presently drawn call for draining the area between the railroad and this outfall to this outfall. As some of this area could drain under the railroad and to the west previously and since we may have to defend in the future the amount of drainage in our outfall at Station 1544+70, it would be well that the area between the railroad and this outfall drain be drained to the west into the city system at Station 1536+80. This was as proposed in the plans submitted by the field.

11. Drainage vicinity of Clark Mill Road:

Told White we were unwilling to become a party to the diversion proposed in his Item 11. We is quite interested in eliminating the natural drainage onto private property southerly of the highway at Station 1572+00. The 12-inch cross culvert at that location is deep and carries only a minor amount of drainage and can be eliminated when the area it drains on the northerly side of the highway is filled. This filling will likely be done during our construction project. The only other culvert that we proposed to drain into this natural drainage course is the 18-inch parallel pipe that picks up drainage exterior to our street section southerly of Station 1577+15.

White asks that an estimate of cost be prepared for combining the drainage of this 18-inch parallel culvert with our proposed storm sewer and an estimate of cost of the present plan. If the property owner with the natural course at 1572 was willing to put up the differential, White would then ask the State to construct the combined plan with the City paying the differential. As this 18-inch culvert eventually drains through the 36-inch cross culvert at Station 1561+32 where the storm sewer system outfalls, there would be no diversion involved. If you are agreeable to considering such a proposal--and I would recommend it, would you please have the estimates requested prepared.

12. Access:

Explained to White that we did not propose to control access

westerly of where it had been controlled previously and that from there on to the Foster Section would be controlled. He pressed very strongly for frontage roads on either side of the highway just easterly of Clark Hill Road as described in Item 12 of his list. Told him that our Right of Way and Design sections were studying the costs involved and as soon as the results were available he would be contacted.

It is recommended that your office have the Drafting Room modify the plans as recommended above and prepare the estimates requested. When these are available, a further meeting will be necessary with White.

R. D. Ashbury
Division Engineer

By: [signature]
Gerald Wimer
Assistant Division Engineer

GW:am
cc L. L. MacIntyre
F. W. Sugnet

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED NOV 1 1965

Section SWEET HOME - FOSTER Highway SANTIAM (PA 37) County LINN Profile 2-3&8

Res. Engr. L. L. MacDonald Approx. Length 2.0 Miles. Sta. 1538+ to Sta. 1636+30+ Date 6-65

Truck A.D.T. 650 Traffic Coefficient 10.2 18 kip s.a. per day 455.3.

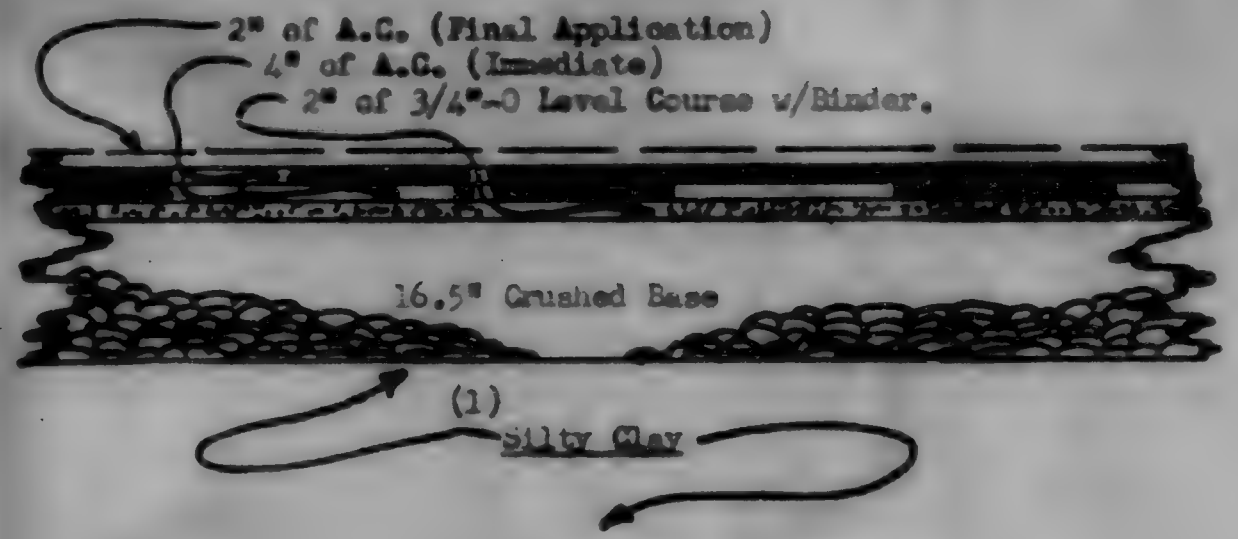
Annual Precipitation 45+ Frost Penetration - - - - - - - .

(1)
Typical Soil
39 LL
12 PI
68 %P 10
65 %P200
11 %Gravel
[illegible] % Sand
15 % Sand
32 %Silt
34 %Clay
16 "R" Value

AASHO CLASSIFICATION:
A-6 (7)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK



CBR Total Req.	Credits	Actual Thick.
NEW WORK		
30.5	30.5	24.5
	8.0	4.0 A.C. (Immed.)
	2.3	2.0 Level
	16.5	16.5 Cr. Base

11-8-65

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

Submitted by E. J. Engr. for Staff Assistant

Recommended by R. Q. White Engineer of Materials

Recommended by R. D. Hoan Construction Engineer

Approved by J. B. K. Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section SAINT HOUX - FOSTER Highway SANTIAM (FA 37) County LINN Prefix 22-1482

Res. Engr. L. L. MacIntyre Approx. Length 2.0 Miles. Sta. 1531± to Sta. 1636+30± Date 11-8-65

Truck A.D.T. 650 Traffic Coefficient 10.2 18 Kip s.a. per day 455.3.

Annual Precipitation 45" Frost Penetration - - - - - - - .

(1)

Typical Soil	
39	%
12	PI
88	% P 10
65	% P200
11	% Gravel
8	% Sand
15	% Sand
32	% Silt
34	% Clay
16	"K" Value

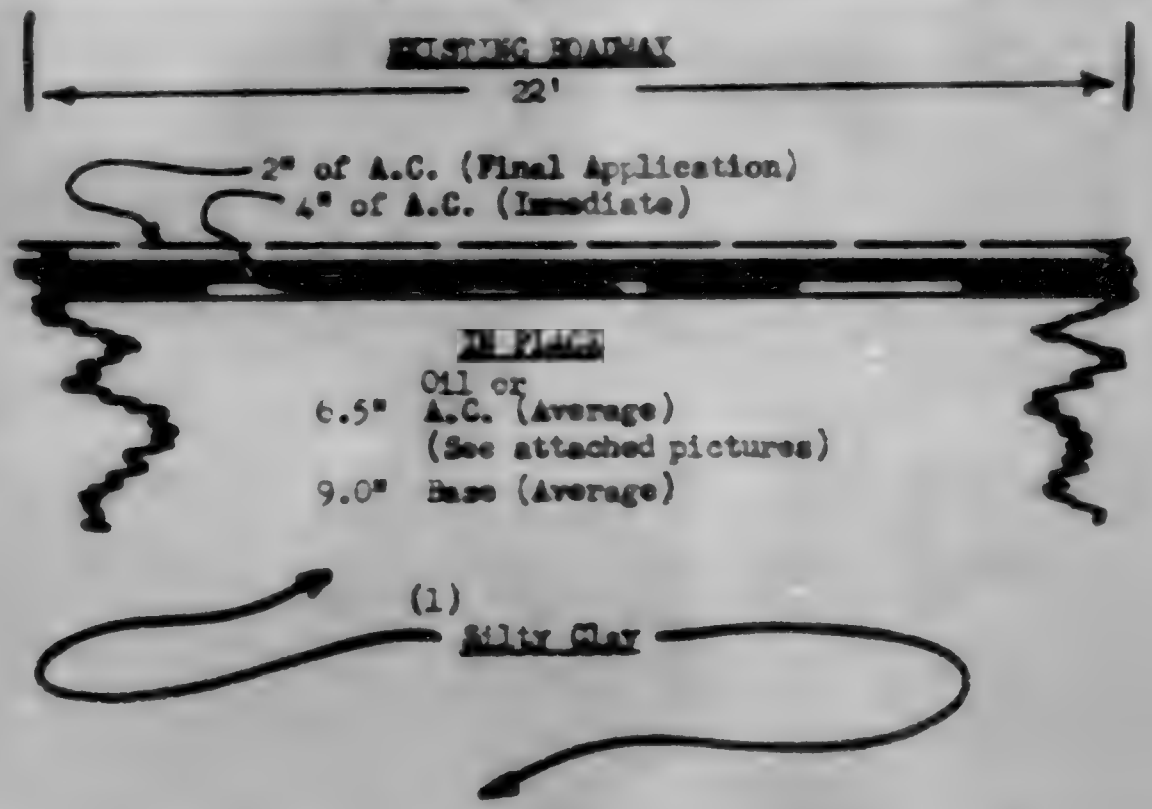
[redacted]

AASHO CLASSIFICATION:

A-6 (7)

MATERIAL SOURCES:

To be determined by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
OVER EXISTING ROADWAY				
		4.0	2.0	A.C. (Final)
		8.0	4.0	A.C. (Immed.)
		IN PLACE		
		13.0	6.5	A.C. or Oil (Average)
		4.5	9.0	Base (Average)
	30.5	29.5	21.5	

SWEET HOME - FOSTER
SANTIAM (FA 37)
LINN COUNTY

"OTHER ROADS"

Truck ADT	Wearing Surface	Level	Crushed Base	CBR Req.	Actual Thick.
240-600	4.0" A.C.	2.0"	18.5"	28.5"	24.5"
90-240	3.5" A.C.	2.0"	16.5"	25.5"	22.0"
30-90	3.5" A.C.	2.0"	13.5"	22.5"	19.0"
8-30	3.0" A.C.	2.0"	11.5"	19.5"	16.5"
1-8	2.0" A.C.	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0" A.C.	2.0"	6.0"	12.0"	10.0"

Assigned Values:

1.0" Asphaltic Concrete = 2.0" Crushed Base

1.0" Oil Mat = 1.1" Crushed Base

1.0" Stone Subbase (Meets (Standard Specs.) (plus 8% max. (P# 200 sieve) = 0.8" Crushed Base

Should substitutions be made use the above table.

SECTION: SWEET HOME - FOSTER

HIGHWAY: SANTIAM # 16 (FA 37)

COUNTY: LINN

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 5600 (Total)

B. Future ADT 10640 (Total)

C. Mean ADT 8120 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 16 (ADT Basis)(Logging)

G. Trucks (in one direction) $F = \frac{8}{4}$ x (C) 8120 = 649.6

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 650 x (F) 100% = 650

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.66

= 10.2

SECTION: SAINT HOUSE - FOSTER

HIGHWAY: SANTIAM #16 (FA 37)

COUNTY: LINN

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Part of design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: See remarks
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are available to this type construction.

CONCLUSION AND REMARKS:

This project consists of widening an existing two lane facility to four lanes. The present roadway will be incorporated into the new work with the addition of an A.C. overlay.

SWEET HOME - FOSTER
SANTIAM HIGHWAY
LINN COUNTY

Sta. 1622+60, ℄

[redacted]

Sta. 1611+25, ℄

[redacted]

Sta. 1590+60, ℄

[redacted]

Sta. 1581+25, 12' Rt. shldr.

[redacted]

Sta. 1570+10, ℄

[redacted]

Sta. 1555+40 ℄

[redacted]

Sta. 1549, 12' Rt, on shldr

[redacted]

Sta. 1545 ℄

[redacted]

Sta. 1536+30, ℄

Sta. 1590+60, ℄

Sta. 1581+25, 12' Rt. shldr.

Sta. 1636+30, ℄

Sta. 1570+10, ℄

Sta. 1611+25, ℄

Sta. 1555+40 ℄

Sta. 1549, 12' Rt, on shldr

Sta. 1545 ℄

RECEIVED
AUG 20 1965
FOR FILING

106

August 19, 1965

Mr. Robert G. White
City Manager
City of Sweet Home
Sweet Home, Oregon

Dear Mr. White:

We have received your letter of August 4 in which you have requested information regarding proposed plans for reconstruction of the Santiam Highway between Sweet Home and Foster.

Our survey has been completed and we are presently preparing descriptions preparatory to acquisition of necessary right-of-way. The current schedule indicates a contract date for March, 1966; however, this should be considered as the earliest probable date of contract.

In regard to the problem of coordination of your proposed work between 18th and 22nd Avenue and your drainage plans south of our existing highway, we are requesting our Division Engineer, Mr. R. D. Asburry, or his assistant, to arrange a meeting with you and your staff to discuss possible means of coordinating the various work proposed.

Thank you for bringing these matters to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. R. D. Asburry
Mr. T. W. Litchfield

GCW:rw srb

(1219)

REFERRED TO
Klabon
BY DEPUTY STATE HIGHWAY ENGR.

CITY OF SWEET HOME

LINN COUNTY
SWEET HOME, OREGON

August 4, 1965

Forrest Copper
Highway Engineer
State Highway Dept.
Salem, Oregon

Dear Mr. Cooper:

The status of the proposed improvement of Highway 20, east of the City of Sweet Home, is of particular interest to our city officials. We understand that the preliminary engineering has been completed and that the project is currently for bid-letting for "November, or later."

If the project is to be undertaken next year, it will be necessary for the city to install a new water main from 18th to 22nd Avenue, under Highway 20 (Main Street) inside the city. Also, it may be possible to extend the recently installed water and sewer mains for some distance east of Clark Mill Road prior to the highway improvements.

We are anxious to have our Engineer review the highway designs to ascertain if our drainage plans for the area, south of Highway 20, east of the Oregon Electric Railroad, can be coordinated with the highway plans.

Our community is most hopeful that this highway improvement be undertaken and completed by next construction season, lowering volumes of traffic for dam construction and for log truck and wood products traffic, makes this improvement most desirable.

It would be helpful if your office could give us information concerning the scheduling of this improvement so that our planning and programming can best proceed.

Very truly yours,

Robert G. White
City Manager

NOTED
F. B. KLABOE

RGW/ama
cc: City Engineer

orig to program for RD
copy to Litchfield
8-9-65

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

110-1140 Elk Cr. (Drain) Br. Sec., Drain-Yoncalla Hwy. (Grad., pav., and struct.) 1966

#6908

CTA 3081

RECEIVED
AUG 10 1967
FOR FILING

110-1140

6908

August 10, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6908 awarded to Tom Lillebo Construction Company for grading, paving, and structure on the Elk Creek (Drain) Bridge on the Drain-Yoncalla Highway in Douglas County was completed on May 31, 1967, and accepted by the Highway Commission on August 9, 1967.

Final payment in the amount of $12,872.44 will be released to the contractor after August 17, 1967. The total contract amount is $269,023.58 including $618.77 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Co.
534 S.W. 3rd Avenue
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 10 1967
FOR FILING

110-11410

6908

August 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 31, 1967, on Contract No. 6908. The contract was with Tom Lillebo Construction Company and was for the grading, paving and structure on the Elk Creek (Drain) Bridge Section of the Drain-Yoncalla Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 9, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb/ja

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Elk Creek (Drain) Bridge		WEEK ENDING: June 3, 1967
		SECTION PREFIX: 110-1140
HIGHWAY: Drain-Yoncalla		COUNTY: Douglas
NAME OF JOB: Elk Creek (Drain) Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Tom Lillebo Construction Company	CONTRACT NUMBER: 6908	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 12, 1966	DATE WORK STARTED: August 10, 1966	ESTIMATED COMPLETION DATE: June 30, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 305	CALENDAR DAYS USED 281
PROJECT AUTHORIZATION: $ 291,960.84	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 92%
EXCLUSIVE OF ENGINEERING: $ 271,199.18	ENGINEERING AUTHORIZATION $ 20,761.66	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 271,199.18	ENGINEERING COST TO DATE $ 18,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100%
ESTIMATED PERCENT OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 88 %	DATE PROJECT WAS COMPLETED: May 31, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.0%	0.0%			0.0%
MILES PARTIALLY COMPLETED	0.0%	0.0%			0.0%
MILES COMPLETED	0.0%	0.0%			0.0%
TOTAL ESTIMATED QUANTITIES (CONTRACT)	11,600	410			360
TOTAL QUANTITIES CORRECTED TO DATE	11,600	410			560
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,600	410			560
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

Hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	874A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 28	Cloudy & Showers	1		
MONDAY 29	Cloudy & Showers	1		
TUESDAY 30	Cloudy & Showers	1		
WEDNESDAY 31	Cloudy	1		
THURSDAY 1	Partly Sunny	0		Project Complete
FRIDAY 2	Partly Cloudy	0		
SATURDAY 3		0		

Routing: Morgan, Bond, Parker, Walker, Swan, Scott

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 28	No Activity
MONDAY 29	Final inspection by John Quiner II
TUESDAY 30	No Activity
WEDNESDAY 31	Project complete.
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status of Work
Project Complete

SIGNED [signature] LOCATION Roseburg

HOWARD R. HARRIS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
APR 17 1967
FOR FILING
110-1140
6908

April 14, 1967

Mr. Donald R. Simpson, President
North Douglas Historical Society
P. O. Box 66
Drain, Oregon 97435

Dear Mr. Simpson:

This is in reply to your letter of April 3 in which you indicate a desire to "perform a dedication ceremony" for the new bridge across Elk Creek on the Drain-Yoncalla Highway in Drain.

The Oregon State Highway Department has no objection to your holding a dedication ceremony at the site and by copy of this letter I am asking our Division Engineer, Mr. L. R. Chandler, Roseburg, to assist you in any way possible. I would suggest that you correlate your activities with the City of Drain in case the city is interested in participating.

We have no desire to become involved in the naming of the bridge and I would only suggest that the name chosen not be in conflict with the wishes of other civic groups in your area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

VDW:mm

cc: Mr. L. R. Chandler - In line with our telephone conversation, please contact Mr. Simpson and assist as you deem advisable.

bc: Forrest Cooper
R. L. Porter
L. E. George
Edwards

FORM E-123X 50M 2-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

5231

APR 14 67

RECEIVED
APR 11 1967
TRAFFIC ENGINEERING

April 10, 1967

Donald R. Simpson, President
North Douglas Historical Society
P. O. Box 66
Drain, Oregon 97345

Dear Mr. Simpson:

Your request to sponsor and perform a dedication ceremony for the new bridge across Elk Creek on old Highway 99 in Drain has been received.

By copy of this letter, I am forwarding this request to a member of the Oregon Historical Society, Mr. L. E. George, who will present the matter to the Highway Commission.

Mr. George will probably be contacting you for additional information as to the proposed bridge and its historical significance.

We sincerely hope that arrangements can be made so that the proposed ceremony can take place.

Very truly yours,

E. S. Hunter
Maintenance Engineer

ORIGINAL SIGNED BY JAMES J. GIX

By:
J. J. Gix
Sign Engineer

JJG:nk
cc: L. E. George

North Douglas Historical Society

P.O. Box 66
DRAIN, OREGON 97435

April 3, 1967

State Highway Department
Sign & Marker Division
Salem, Oregon

Dear Sirs:

I am writing in regards to the new bridge across Elk Creek on old Highway 99 in Drain. This bridge is nearly completed and we would like to sponsor and perform a dedication ceremony. However, we realize that this is a state bridge and, therefore, we need permission from your department, both in conducting the ceremony and also in dedicating and naming the bridge.

If you have any information as to the proceedure that should be followed in a situation of this nature. We would greatly appreciate receipt thereof.

There was a great amount of controversy over the Douglas County Commission's naming the old Morning Star Bridge by a new name. We wish to avoid any such further unpleasantness. People of a community have an almost holy regard for a bridge.

Thanking you in advance for your expected cooperation,,we do hereby wish you well.

Sincerely,

Donald R. Simpson

Donald R. Simpson
President

DRS/csj

RECEIVED
APR 3 - 1967
OFFICE OF
SIGNING ENGINEER

NOTED
L.E. GEORGE

RECEIVED
OCT 4 - 1966
FOR FILING

110-1140
6908

August 12, 1966

Tom Lillebo Construction Company
P. O. Box 45
Reedsport, Oregon 97467

Bid July 28

Gentlemen:

The State Highway Commission on August 8 accepted your proposal for grading, paving, and structure on the Elk Creek (Drain) Bridge Section of the Drain-Yoncalla Highway in Douglas County for the sum of $287,528.75 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6908.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jh

cc Pacific Builder & Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Ore.

Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
MAY 6 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Talbant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 6, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Gunn
Swan
Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson
RECEIVED
MAY 9 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were enclosed with your letter of April 28, 1966:

1. Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

2. Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

3. Drewsey Spur Section, FAS 458, Harney County.

4. Battle Creek Bridge Section, Pacific Highway East, Marion County.

5. Ashland and Winchester Truck Scales, Pacific Highway, Jackson and Douglas Counties.

We do not anticipate any conflict with wildlife resources as a result of the construction of the above projects so they are approved.

Thank you for the opportunity of reviewing the plans.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

5-9-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (4)
A. F. Parson (2)

fp

RECEIVED
MAY 3 1966
FOR FILING

FORM S-90 5M 7-64 SP*6223-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1966

SUBJECT: Proposed Highway Safety Improvement Projects

To: F. B. Klaboe
Assistant State Highway Engineer
B u i l d i n g

Transmitted, herewith, for your use in Safety Improvement Project programming are documentation data for the following projects:

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Floras Creek Bridge Section, Oregon Coast Highway, Curry County.

John Day River (Stewarts) Bridge Section, John Day Highway, Grant County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County

Mt. Vernon Bridge Section, John Day Highway, Grant County

Mary's River Bridge Section, Corvallis-Newport Highway, Benton County.

Sucker Creek (Oswego) Bridge Section, Oswego Highway, Clackamas County.

The above listed projects are justified on the basis of engineering judgment.

L. E. George
Assistant Traffic Engineer

OBJ:djb

cc: Tom Edwards

Ref'd to [illegible] asking him to program.
5-3-66

RECEIVED
APR 29 1966
STATE HI... ...NEER

Elk Creek Bridge

SAFETY IMPROVEMENT PROJECT

Date April, 1966 Highway Drain-Yoncalla

Route No. FAS 675 Highway No. 236 M.P. 0.09 to M.P. --

Urban [X] Rural [ ]

Accidents from 1-1-63 to 6-30-65 Average Daily Traffic 3965

Total Accidents 6 Persons Injured 0 Persons Killed 0 Accident Rate 8.30

Design Speed N/A No. Lanes 2 Parking on-street Type Terrain level

Alignment: Horz. straight Vert. near bridge level Shoulders none

Type of improvement Replace existing 19.6' wide structure with new 40' wide structure.

Estimated cost of improvement: $ 365,000

PROGRAM

FAP ___ FASC ___

FAS ___ State x

FAU ___ Other _____ (State-City)

FAI ___

Remarks: The existing narrow bridge constitutes a hazard and a high accident potential location. The wider structure provided by this project should reduce the accident potential at this location.

RECEIVED
MAY 23 1966
FOR FILING

April 29, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3081

Mr. V. R. Thomas
City Recorder
City of Drain
Drain, Oregon

Agenda Item
4w
4-21-66

Dear Mr. Thomas:

We are enclosing for your records a fully executed copy of a Cooperative Construction Agreement pertaining to Elk Creek Bridge Section of the Drain-Yoncalla Highway (US99) in Douglas County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
JUN 1 1966
Routing

FOR FILING
RECEIVED
JUN 1 1966
CONSTRUCTION
DIVISION

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. CRIPPEN
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1966

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

6/9/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (2)

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

Battle Creek Bridge Section, Pacific Highway East, Marion County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

fp

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

By
F. D. Morgan
Construction Engineer

SNR. 5-20-66

Dear Mr. Morgan:
We anticipate no fishery problems on the above named projects hence they are approved

Robert Schoning

RECEIVED
APR 18 1966
FOR FILING

April 15, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the April 21 meeting will be a cooperative construction agreement with the City of Drain pertaining to the Elk Creek Bridge Section of the Drain-Yoncalla Highway (1079) in Douglas County.

This agreement provides for construction of the project, relocation of utilities, parking restrictions, closing of a city street, grade revisions et cetera, within the city.

Upon completion of the project, the City will assume maintenance, jurisdiction, and control of the portion of right-of-way, including any sidewalks, lying outside the curb line of the project. The State, however, shall retain full jurisdiction, maintenance, and control of the new structure over Elk Creek.

The project is currently scheduled for the June 9 bid letting and estimated to cost approximately $365,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
H. S. Cox
L. H. Young
P. D. Morgan
C. H. Nelson
Twan Merchant
L. R. Chandler

RU:nr bg

RECEIVED
JAN 18 1966
FOR FILING

MEMO TO FILES
January 13, 1966

ELK CREEK BRIDGE
DRAIN-YONCALLA HIGHWAY
CITY OF DRAIN

On January 11, the undersigned met with Mayor Thomas A. Myers and City Recorder V. R. Thomas at 11 a.m. in regard to the proposed Elk Creek Bridge and flooding conditions in the immediate area. At the request of Mayor Myers, I attended the regular session of the City Council at 1 p.m. and reiterated the previously discussed matter.

The City was apprised of the Highway Department's tentative plans of letting a contract for this project this spring with completion by the end of 1966. It was pointed out that one of the major reasons for replacing the existing structure was the location of the center pier which collected debris during flooding. It was also pointed out that replacing the structure would not solve the flooding problem entirely and that the City should contact the Corps of Engineers or some other federal agency, requesting them to make a study of possible diking and channel improvements to alleviate future flooding. The Mayor directed the City Recorder to make such a request.

The Council was very pleased with the preliminary plans and the stage construction aspects. They requested that provisions be made for an 8-inch water main on the new structure to replace the existing 6-inch water main. They were aware of the fact that they would have to pay for the increased cost of the larger main. The Council was favorable to closing Harlan Street at the southern end of the structure to prevent a possible hazardous condition and referred this to the City Attorney for proper procedure to follow in closing this street. They would request the Highway Department to physically close Harlan Street upon City's passing the necessary ordinances.

Richard Unrein

Richard Unrein, Field Engineer
County and City Division

RU:[redacted]

cc: F. B. Klaboe
Tom Edwards
I. D. Merchant
L. R. Chandler
F. D. Morgan

RECEIVED
JAN 17 1966
OFFICE OF
STATE [illegible]

RECEIVED
OCT 26 1965
FOR FILING

October 25, 1965

Oregon State Highway Commission

Gentlemen:

There are three bridges in the state highway system that are in need of immediate attention:

1. The state bridge on the [illegible] Highway near [illegible] is in a bad state of repair and needs to be replaced. The bridge is also substandard in its width (22' 8"). The estimated cost is $[illegible].

2. On the Crooked Oregon Highway [illegible] miles west of [illegible] the highway [illegible] to have a horizontal curve [illegible] which, in the interest of traffic safety, should be widened and straightened. This is estimated to cost [illegible].

3. On the [illegible] Highway in [illegible] the structure over [illegible] is [illegible] narrow (1[illegible]' 5") and should be widened. This is estimated to cost $[illegible].

I recommend that these three bridges, totaling $715,000, be added to the current state construction program.

The matter will be on the agenda for your consideration at the November 4 meeting.

Very truly yours,

[illegible]
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
E. S. Hunter
L. H. Young
C. H. Maison
L. R. Chandler
A. P. Parson

TE:jwa/RLP:ms bg

S-484(1) Powers Slough Br. on the Oakville Co. Rd. (FAS 769) 1966

#6909

C4.7 :946

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (2-64)

...IGHWAY DEPARTMENT INVOICE

NO. 92252

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-10-67	CC 1076	

CREDIT DISTRIBUTION 522-1077-297

RECEIVED
AUG 16 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6909
L-484(1)

Linn County Court
Courthouse
Albany, Oregon 97321
Att: Richard Dalbo

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Powers Slough Bridge, FAS 769, covered by agreement dated 3-10-61.			
County advance deposit		8,200.00	
Less Amount previously transferred		5,200.00	
			3,000.00
County share of Construction		7,305.19	
Less amount previously transferred		5,200.00	
			2,105.19
To be refunded			894.81

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request $_____

By _____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
FEB 10 1967
FOR FILING
E-484 (,)
6909

February 10, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6909 awarded to Hamilton Construction Company for construction of the Powers Slough Bridge on FAS 769 in Linn County was completed on December 27, 1966, and accepted by the Highway Commission on February 9, 1967.

Final payment in the amount of $1,095.91 will be released to the contractor after February 20, 1967. The total contract amount is $36,530.32 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Hamilton Construction Company
Box 1376
Eugene, Oregon 97401

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
FEB 10 1967
FOR FILING
S-484 (1)
1909

February 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 27, 1966, on Contract No. 6909. The contract was with Hamilton Construction Co. and was for construction of the Fossum Slough Bridge on Oakville Road (FAS769) in Linn County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 9, 1967, and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

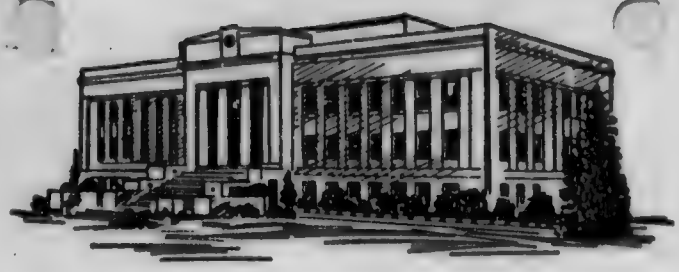
cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
R. D. Asburry

bg

FLOYD D. JENKS
COMMISSIONER

RECEIVED
JAN 13 1967

S-4x4 (1)
6417



FLOYD C. MULLEN
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON 97321

BURL INGRAM
COMMISSIONER

RECEIVED
JAN 11 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

January 9, 1966

Mr. R. D. Asburry
Division Engineer
Oregon State Highway Department
Salem, Oregon

Re: Powers Slough Bridge

Dear Mr. Asburry:

This is to advise that Linn County has made a final inspection on the Powers Slough Bridge and hereby indicates acceptance.

Sincerely,

LINN COUNTY COURT

Floyd C. Mullen
COUNTY JUDGE

Floyd D. Jenks
COUNTY COMMISSIONER

Burl Ingram
COUNTY COMMISSIONER

NOTED
FLOYD QUERY

RECEIVED
NOV 1 - 1966
FOR FILING

6909

November 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 24, 1966, on Contract No. 6909, Powers Slough Bridge Section, in Linn County, in connection with Federal-Aid Project No. S-404(1).

Very truly yours,

Farrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:mk

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
9-26		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT	COUNTY
6 # 1	(PPM 21-7) 8/23/61	Linn
		PROJECT NO. S-484(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powers Slough Bridge, FAS 769.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	11-9-61	
OTHER (Specify)		

FUNDS — P.E. Rate 63.93

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 40,282.00	$ 25,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. X. Labbe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

xx A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer AUG 23 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-484(1)

POWERS SLOUGH BRIDGE

ON FAS 769 IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, August 12, 1966

Type Code K080
Structure #12447A (Sta. 15+51 to Sta. 16+70.30)(Contract No. 6909)

Remove Old Bridge	All Required		$ 3,000.00
Structural Excavation	40 cu.yd.	$ 8.00	320.00
Furnish 16-inch Prestressed Piling	840 lin.ft.	5.00	4,200.00
Drive Prestressed Piles	24 only	100.00	2,400.00
Class "A" Concrete (76 cu.yds.)	All Required		6,000.00
4' x 35' to 40' Prestressed Slabs	24 only	800.00	19,200.00
Reinforcement (8,500 lbs.)	All Required		1,500.00
	Subtotal		$36,620.00
	10% Engr. & Cont.		3,662.00
	Total		$40,282.00

Length of Structure - - - - - 0.023 Mile

Federal Funds -	$25,500.00
State Funds -	7,391.00
County Funds- -	7,391.00
Total	$40,282.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

FAS 769
Linn

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 88650

DATE	BILLING REQ. NO.	YOUR ORDER NO.
8-12-66	CC 1030	

CREDIT DISTRIBUTION

522-1027-297

Linn County

Attn: County Court

NOTED
H. S. COX

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit NOTED P. B. Aransmeier			
Partial transfer of advance deposit for the Powers Slough Bridge, FAS 769. Covered by agreement dated March 10, 1964			8,200.00
			5,200.00
			3,000.00

RECEIVED
AUG 12 1966
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
DON HARWELL

NOTED
H. S. COX

July 28, 1966

Linn County Court
Courthouse
Albany, Oregon

NOTED
P. B. Arensmeier

Gentlemen:

On July 28, a satisfactory bid was received from Hamilton Construction Company, of Eugene, for constructing the Powers Slough Bridge Section of FAS 769. As per agreement between the State and County, the following advance deposit is required from the county prior to award of contract:

Bid Items	$ 36,620.00
Engineering and Contingencies (12½%)	4,577.50
ESTIMATED TOTAL.....	$ 41,197.50

County advance deposit—
20% of $41,197.50 = $8,239.50 or say $8,200.00

Please make this advance deposit in the amount of $8,200.00 payable by check or warrent to the Oregon State Highway Commission, and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson

Harold Reynoldson, Engineering Assistant
County and City Division

HR:nr

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
DON MAXWELL

RECEIVED
OCT 4 - 1966
FOR FILING

S-484 (1)

6909

August 11, 1966

Hamilton Construction Company
Box 1375
Eugene, Oregon

Bid July 28

Gentlemen:

The State Highway Commission on August 8 accepted your proposal for construction of the Powers Slough Bridge on the Oakville County Road in Linn County for the sum of $36,620 and referred it to the State Highway Engineer with authority to award the contract when approval and an $8,200 deposit is made by Linn County.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6909.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc Pac. Bldr. & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant

RECEIVED
JUL 25 1966
FOR FILING

C-4514 9
1149

July 22, 1966

MISC. CONTRACTS and
AGREEMENTS No. 2946

Linn County Court
Courthouse
Albany, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Powers Slough Bridge of FAS 769 in Linn County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

FORM E-123

RECEIVED
JUL 1 1966
FOR FILING
FLOYD QUERY, SECRETARY
SALEM

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
S. V. RONDE
COMPTROLLER

June 23, 1966

JUN 27 1966
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Bldg.,
Portland, Oregon 97201

Subject: Powers Slough Bridge
Oakville Road FAS 769
Linn County
Br. No. 12247A

Dear Mr. Schoning:

Attached, is the plan and elevation sheet for the subject project which is scheduled for contract letting on July 28, 1966. Would you please give this your special attention and recommendations as soon as possible.

FISH & WILDLIFE

This data is forwarded to satisfy the requirements of the Bureau of Public Roads in their Instructional Memorandum 21-5-63 dated June 12, 1963.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

By Theo. C. Roake
Theo. C. Roake
Assistant Bridge Engineer

RECEIVED
JUN 30 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
T. C. ROAKE

S.N.R. 6-27-66

Dear Mr. Roake;
We anticipate no fishery conflicts on this Powers Slough crossing & thus the project is approved

BURT CARNEGIE
Hydraulic Engr.

TCR:mb
Att.
cc: F. B. Klaboe
L. H. Young
Frank Hall
F. D. Morgan
J. E. Morelock
R. D. Asburry (2)

cc: 06 C

June 15, 1966
(date)

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Linn County Court
Courthouse
Albany, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 769

Section Powers Slough Bridge: Structure (FAS-C)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
JUN 20 1966
ENGINEER
COUNTY & CITY DIVISION

6-17-66
(date)

By Ray Moadely

By [illegible]
Commissioner

By Floyd D. Jenks
Commissioner

Cap. 7 F 1 yr
Attention: D Riding jr

NOTED
R. H. PRANGE

SUPPLEMENTAL
MEMO TO R. N. CHASE Date June 7, 1966

FAS 769, LINN COUNTY: POWERS SLOUGH BRIDGE SECTION

TERMINI:

PROPOSED WORK: RCDG Bridge on concrete piling.
28' wide, 120' length.

NOTED
H. S. COX

PROJECT LENGTH: 120 feet

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$45,000	$27,000	$9,000	$9,000	

EXISTING FACILITIES:

NOTED
P. B. Aranson

ADJACENT SECTIONS:
NORTH/EAST END:

SOUTH/WEST END:

NOTED
RICHARD UNREIN

PROJECT DATA: County will improve substandard curves west of site.

RIGHT-OF-WAY:
ACCESS CONTROL:

RR XING:
MINIMUM DESIGN STANDARDS:

SYSTEM ACTION
PUBLIC HEARING:

UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA:

NOTED
V [illegible]

VRJ:mm

NOTED
DON HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

FOR FILING
RECEIVED
MAY 19 1960

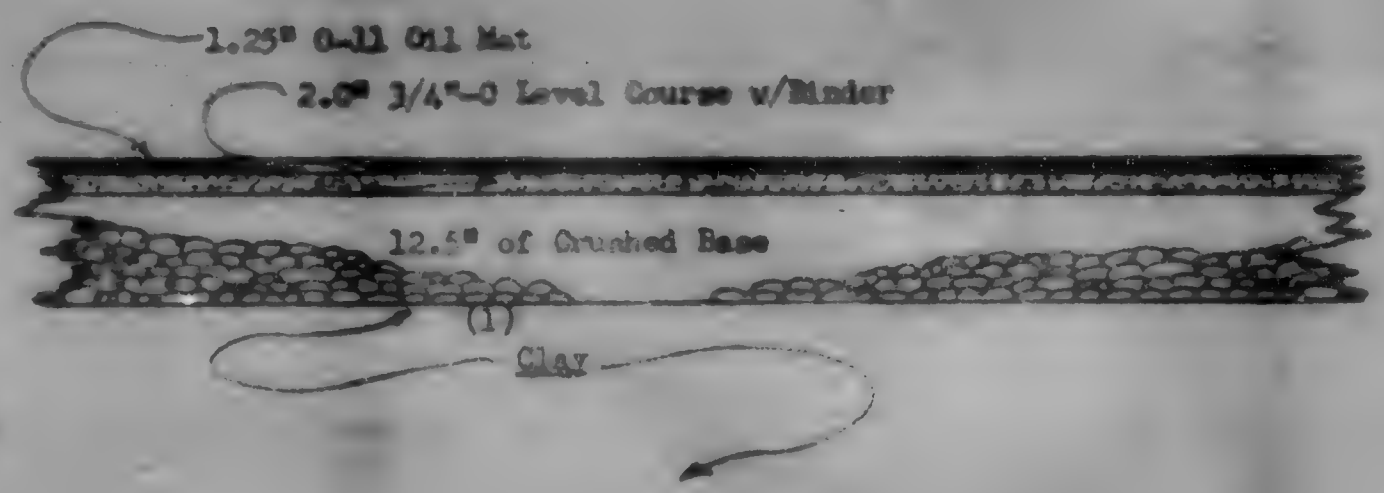
Section POWERS SLOUGH BRIDGE Highway F.A.S. 769 County LANE Prefix 522-1(10)

Res. Engr. L. L. MacIntyre Approx. Length 0.15 Miles. Sta. _____ to Sta. _____ Date 5-11-60

Truck A.D.T. 2 Traffic Coefficient 5.0 18 kip s.a. per day 1.4.

Annual Precipitation 40"± (At Albany) Frost Penetration - - - -.

(1)
Typical Soil
57 LL
30 PI
100 %P 10
97 %P200
0 %Gravel
0 %C Sand
3 %F Sand
77 %Silt
70 %Clay
10 "R" Value
[illegible]



CBR Total Req.	Credit	Actual
	1.5	1.5
	2.0	2.0
	12.5	12.5
16.0	16.0	16.0

AASHO CLASSIFICATION:
A-7-6 (20)

MATERIAL SOURCES:
To be determined by the Engineer.

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County (2)

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Construction Engineer

Approved by _____ Asst. State Highway Engineer
Deputy

SECTION: POWERS SLOUGH BRIDGE

HIGHWAY: F.A.S. 769

COUNTY: LINN

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT ____80____ (Total)

B. Future ADT ____140____ (Total)

C. Mean ADT ____110____ $\left(\frac{A+B}{2}\right)$

D. Design Period ____20____ Years

E. No. of Lanes ____2____

F. Percent Trucks ____3____ (ADT Basis)

G. Trucks (in one direction) F= ____1.5____ x (C) ____110____ ÷ ____2____

H. % Trucks in Design Lane ____100____ %

I. Trucks in Design Lane (G) ____2____ x P' ____100____ % = ____2____

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.069

= ____5.0____

SECTION: POMERS SLOUGH BRIDGE

HIGHWAY: F.A.S. 769

COUNTY: LINN

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present OSHD Surfacing Thickness Standards
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Generally Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers this type surfacing
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Linn County is responsible for approach construction. Project Base Design furnished to assure ample subgrade width.

FLOYD D. JENKS
COMMISSIONER

BURL INGRAM
COMMISSIONER

NOTED
Harold C. Ayers

NOTED
U. S. C[illegible]

NOTED
DON HARWELL

RAY H. MADDY
COUNTY JUDGE, LINN COUNTY
ALBANY, OREGON

March 26, 1962

Oregon State Highway Dept.
Office of County-City Relations
Salem, Oregon

Gentlemen:

After reviewing the present situation regarding Linn County's available road funds, we think it advisable to request a further delay in the construction of the Slough bridge north and west of Shedd on F.A.S. road 769.

We feel that available funds can be put to use on more critical bridges at this time.

Very truly yours,

LINN COUNTY COURT

Ray H. Maddy
Judge

Burl Ingram
Commissioner

Floyd D. Jenks
Commissioner

Copies to Division II,
Murdock, Bridge
& O'Neil 3-29-62

RECEIVED
MAR 29 1962
COUNTY & CITY RELATIONS ENGINEER

NOTED
JOHN D. GRAHAM

FORM S-100-X 50M 1-61

COMMISSIONERS
M. K. McIVER, CHAIRMAN
PORTLAND
KENNETH N. FRIDLEY, MEMBER
WASCO
GLENN L. JACKSON, MEMBER
MEDFORD

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM

October 16, 1961

Mr. Orris A. Carnegie
Linn County Engineer
Courthouse
Albany, Oregon

Dear Mr. Carnegie:

This is to acknowledge receipt of your letter of October 6, 1961, advising that the county road may be closed during construction of the Butte Creek Bridge on FAS 569 and requesting a postponement of construction of the Powers Slough Bridge on FAS 769.

File

Please be advised that the Powers Slough Bridge (FAS 769) has been removed from the December contract letting and will be moved to one of the late spring lettings with a probable date sometime in May.

Very truly yours,

W. C. Williams
State Highway Engineer

By

RHP:mm

H. S. Cox
County and City Relations Engineer

cc: D. G. De Sart
O. C. Turner

ORRIS A. CARNEGIE
COUNTY SURVEYOR

NOTED
V R JONES

OFFICE OF SURVEYOR

LINN COUNTY - - ALBANY, OREGON
PHONE WA 6-1859

NOTED
H. S. COX

October 6, 1961

NOTED
Harold C. Ayers

Oregon State Highway Dept.
Department of County-City Relations
Salem, Oregon

NOTED
R. H. PRANGE

Gentlemen:

In confirmation of our telephone conversation, the Linn County Court has decided that the road will have to be closed while the Butte Creek Bridge (F.A.S. 569) is being built, therefore construction should be carried forward with the least possible delay.

As to the bridge North and West of Shedd (F.A.S.769), the County Court believes it might be advisable to postpone construction until next Spring. It would be impossible to construct a detour that would hold during the Winter, but in drier weather one could be easily built and maintained. Since it would be quite inconvenient to the public to close this particular road, it is felt that we should wait until such a detour can be built.

Powers Slough Bridge postponed to the May 1962 LeHing

Very truly yours,

Orris A. Carnegie
Acting County Engineer

NOTED
DON HARWELL

OAC:mb

Copy sent to DeSart 10-9-61

RECEIVED
OCT 9 1961
ENGINEER
COUNTY & CITY RELATIONS

MEMO TO J. W. HASH
7/13/61 (Supersedes Memo of 6/21/61)

FAS 769, LINN COUNTY

TERMINI: Bridge over Power Slough approximately 2.0 miles north of Shedd and 0.5 mile west of the junction of FAS 769 with FAP 3 (Powers Slough Bridge).

PROPOSED WORK: One concrete bridge 120' in length.

PROJECT LENGTH: 0.024 mile.

COSTS:	TOTAL	FEDERAL	STATE	OTHER
CONSTRUCTION	$25,000	$15,000	$5,000	$5,000(County)

EXISTING FACILITY: The existing structure is a 114' untreated timber pile trestle bridge 19'-7" wide consisting of six 19' spans with wood plank deck constructed in 1936. Although the bridge has a rating of H-14, the structural members have deteriorated to a condition which makes replacement advisable before it becomes unsafe for public travel.

ADJACENT SECTIONS:
WEST END: 18' gravel, 24' roadway.
EAST END: 18' gravel, 24' roadway.

PROJECT DATA: Construct a 120' long R.C.D.G. bridge on treated piling and having a horizontal width of 24'. The bridge will be on the site of the present structure. There are some substandard curves immediately west of the site but the county has indicated that it will shortly reconstruct the road to improved alignment.

ROW WIDTH:	50'
MINIMUM DESIGN STANDARDS:	No exceptions
ACCESS CONTROL:	None
RR XING:	None
SYSTEM ACTION:	None required
PUBLIC HEARING:	None required
UNUSUAL OR COMPLICATED [redacted] SITUATIONS:	None

FAS 769 serves a highly developed farming area raising diversified crops. It is a mail, school bus, and milk truck route.

VRJ:[redacted]

N TED
Harold C. Ayers • 3.9.61

3.9.61

LOCATION PROSPECTUS
POWERS SLOUGH BRIDGE on OAKVILLE ROAD
FAS 769, LINN COUNTY

The following prospectus is submitted concerning the Powers Slough Bridge on the Oakville (Linn County) Road, which is a county road on the Federal Aid Secondary System. The Powers Slough Bridge is located two miles north and one-half mile west of the community of Shedd. The overall length of the project is 0.15 mile.

This will be a location survey for the purpose of preparing plans and estimates for road reconstruction and bridge construction. There are no towns affected by this project.

Reconnaissance is not necessary. Routine soils investigations will be conducted. There are no special drainage problems. An economic analysis is not needed at this time.

The present (1960) ADT is 50 and the projected (1978) ADT is 60. This will be a two-lane highway with a maximum grade of 2 per cent and a maximum curvature of 18 degrees. The typical section will consist of a 20-foot traveled way with 4-foot shoulders; the new bridge will have a horizontal clearance of 24 feet. The tentative base design by G. L. Decker is:

Wearing Surface	1¼"
Top Course, Base	2 "
Bottom Course, Base	12 "
Total Depth	15¼"

(Base design subject to change upon completion of soils investigation.)

Deviation from State and Federal standards is not anticipated.

This will be an unrestricted-access facility with no interchanges or railroad crossings.

The existing bridge will be replaced by a new structure on existing alignment. Linn County can close the road during the construction period. Road approaches to the new bridge will be constructed by the county.

Materials are available from commercial sources in the vicinity of Albany and Harrisburg.

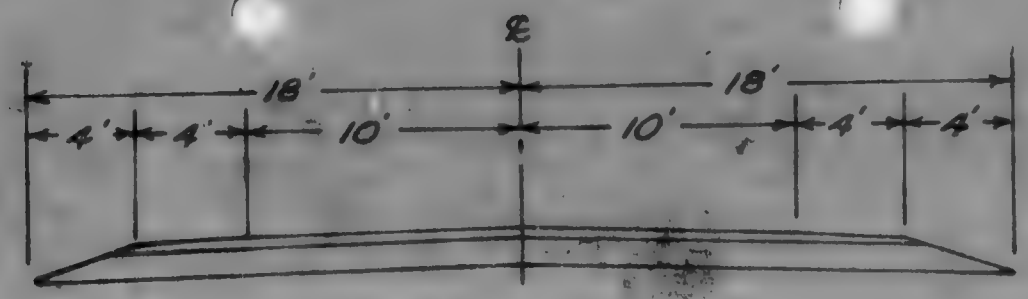
There are no State parks affected.

March 9, 1961

Attach.

cc W. C. Williams
Forrest Cooper
G. S. Paxson (2)
Victor D. Wolfe
Tom Edwards
J. D. Walker (3)
Mark Astrup
G. K. Attig
D. J. Barbee
R. C. Blensly
F. B. Crandall
G. L. Decker (2)
I. A. DeFrance
R. C. Edgerton
Frank Hall (2)
Val P. Johnson
Ivan D. Merchant (3)
J. W. Nash
C. G. Polk
R. L. Porter
Fred Sugnet
C. G. Swenson
Walter T. Wright

RECEIVED
MAR 21 1961
ENGINEER
COUNTY & CITY RELATIONS



TYPICAL SECTION
STRUCTURE H.C. 24'

R.3 W.

LEBANON-CORVALLIS

Tangent

S.P.

Shedd

BRIDGE SITE

Creek

RIVER

Creek

Muddy

rleans

PROSPECTUS MAP

POWERS SLOUGH BRIDGE
FAS - 769

LINN COUNTY

Scale 1" = 1 Mi 1961

LINN COUNTY
PROPOSED PROJECTS

FAS 769, Oakville Road: Powers Slough Bridge No. 12247, $18,000. The proposed project is to construct a bridge on the present site of the existing 114' pile trestle. The bridge is located 2.0 miles north of Shedd and spans an overflow channel. The new structure is to be 24' wide and the county's preference is for a precast beam poured-in-place deck on treated piling. The road may be closed during construction and the county will construct approaches and road connections. Removal of the existing bridge will be part of the contract.

FAS 212, Lebanon-Crabtree Corner Road: Grant Street Bridge, South Santiam River; State Bridge Inventory No. 49; $55,000. The proposed project is to construct a bridge 26' wide, with a 4' sidewalk on one side, near the existing 360' steel truss structure. The present bridge will continue to carry traffic during construction. A proposed site parallels the upstream side of the old bridge. Grading and surfacing of connections and approaches are to be included in the contract work. If removal of the existing bridge is required, it will also be included in the work to be contracted. The $55,000 requested for the project represents the balance of Linn County's share of the 1962 FAS allocation and this amount will be supplemented with 1963 funds when they become available.

Approved
3-10-61

61-b
2/1/61

8-1108 Myers Cr.-Burnt Hill Sec., 1966
Oregon Coast Hwy. (Pav.)
#6910

RECEIVED
MAY 12 1967

R-1168
6910

May 11, 1967

General Insurance Company of America
Portland Service Office
209 S.W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6910 awarded to Roy L. Houck Sons' Corporation for paving the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County was completed on November 2, 1966, and accepted by the Highway Commission on May 9, 1967.

Final payment in the amount of $6,081.70 will be released to the contractor after May 18, 1967. The total contract amount is $145,676.83 including $1,732.37 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Roy L. Houck Sons' Corporation
P.O. Box 671
Salem, Oregon 97308

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAY 10 1967
FOR FILE

Fred W. Hill, Number
Helix 8 1158

6910

May 9, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 2, 1966, on Contract No. 6910. The contract was with Roy L. Houck Sons' Corporation and was for paving the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 9, 1967, and that you concur in this procedure at the Commission meeting on June 6.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jw

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPAR. .NT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Myers Creek - Burnt Hill	WEEK ENDING: 16 December 1966
		SECTION PREFIX: 8-1108
	HIGHWAY: Oregon Coast	COUNTY: Curry
NAME OF JOB: Myers Creek - Burnt Hill	KIND OF WORK: Paving	
CONTRACTOR: Roy L Houck sons Corp.	CONTRACT NUMBER: 6910	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 23 August 1966	DATE WORK STARTED: 30 August 1966	ESTIMATED COMPLETION DATE: 2 November 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED: 61
PROJECT AUTHORIZATION: $ 185,499.00	SPECIFIED COMPLETION DATE: 75 except grading 70 all work	PERCENT OF TIME ELAPSED: 100 & 87
EXCLUSIVE OF ENGINEERING: $ 172,307.96	ENGINEERING AUTHORIZATION: $ 13,191.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 172,552.38	ENGINEERING COST TO DATE: $ 15,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0.14 %	PERCENT OF AUTHORIZATION: 114 %	DATE PROJECT WAS COMPLETED: 2 November 1966

Final Submitted 12-13-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
			100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT		4.42			4.42
MILES PARTIALLY COMPLETED		4.42			4.42
MILES COMPLETED		4.42			4.42
TOTAL ESTIMATED QUANTITIES (CONTRACT)		370		19,275	25,500
TOTAL QUANTITIES CORRECTED TO DATE		1,377		14,937.5	27,775
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		1,377		14,937.5	27,775
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT					Routine			

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

RECEIVED
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted on 13 December 1966. This will be the last weekly report.

SIGNED George Thornton LOCATION Bandon
J. E. Holland, Res.. Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 7 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
SALEM
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

8-1108

6911

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 7, 1966

Roy L. Houck Sons' Corporation
P. O. Box 671
Salem, Oregon 97308

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6910 for paving the Myers Creek-Burnt Hill Section of the Oregon Coast Highway in Curry County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc General Insurance Co. of America
Portland Service Office

110-1141 S. Umpqua R. (Smith) Br. 1966
Sec., Elkton-Sutherlin Hwy.
#6911 (Grad., pav., & struct.)

C&R 3145

RECEIVED
FEB 6 - 1969
FOR FILING

110-11411
6911

February 6, 1969

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $932.27 will be made to Tom Lillebo Construction Company on Contract No. 6911 for grading, paving, and structure on the South Umpqua River (Smith) Bridge Section of the Elkton-Sutherlin Highway in Douglas County as soon as the warrant is prepared.

The total amount paid on this contract will be $726,533.76 including the post-final payment. Of the total $72,944.67 is for force account work.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Ins. Company, Inc.
534 S. W. 3rd Avenue
Portland, Oregon 97204

C. T. Keasey
C. H. Maison
Attn: John Herr

RECEIVED
DEC 13 1968
FOR FILING

110-1141
6911

December 13, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6911 awarded to Tom Lillebo Construction Company for grading, paving, and structure on the South Umpqua River (Smith) Bridge of the Elkton-Sutherlin Highway in Douglas County was completed on July 12, 1968, and accepted by the Highway Commission on November 26, 1968.

On November 27, we wrote to you that final payment would be made in the amount of $19,607.67. This amount was not paid and has been revised to $18,675.40. The revised final will be released to the contractor as soon as the check is available. The revised total contract amount is $725,601.49 including $72,944.67 for work performed under force account.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Tom Lillebo Construction Co.
130 East Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Ins. Company, Inc.
534 S. W. 3rd Avenue
Portland, Oregon 97204

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
NOV 27 1968
FOR FILING

110 - 1141

6911

November 27, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6911 awarded to Tom Lilleko Construction Company for grading, paving, and structure on the South Umpqua River (Smith) Bridge of the Elkton-Sutherlin Highway in Douglas County was completed on July 12, 1968, and accepted by the Highway Commission on November 26, 1968.

Final payment in the amount of $19,607.67 will be released to the contractor after December 5, 1968. The total contract amount is $726,533.76 including $72,944.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Unery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lilleko Construction Company
130 East Railroad Avenue
Roseburg, Oregon 97467

Ward Cook-Rodgers Ins. Company, Inc.
534 S. W. 3rd Avenue
Portland, Oregon 97204

C. T. Keasey
Frank Morgan
C. H. Maison
Attn: John Harr

RECEIVED
NOV 2 0 1968
FOR FILING

110-11411
6911

November 26, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed July 12, 1968, on Contract No. 6911. The contract was with Tom Lillebo Construction Company and was for grading, paving and a structure on the South Umpqua River (Smith) Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 26, 1968, and that you concur in this procedure at the Commission meeting on December 17.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

srb lms
bc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
F. D. Morgan
C. T. Keasey

110-1141 ... 6911

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: South Umpqua River (Smith) Bridge		WEEK ENDING: July 13, 1968
		SECTION PREFIX: 110-1141
HIGHWAY: Elkton-Sutherlin		COUNTY: Douglas
NAME OF JOB: South Umpqua River (Smith) Bridge	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: Tom Lillebo Construction Co.	CONTRACT NUMBER: 6911	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 23, 1966	DATE WORK STARTED: August 19, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 432 60	WORK DAYS USED / CALENDAR DAYS USED: 437 60
PROJECT AUTHORIZATION: $797,695.43	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 103.7 100
EXCLUSIVE OF ENGINEERING: $738,014.29	ENGINEERING AUTHORIZATION: $59,681.14	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $738,014.29	ENGINEERING COST TO DATE: $57,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: July 12, 1968

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Obliteration
100		100	100	100		100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: 1 cat

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1311B		Removal 1311					
PERCENT	100		100					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY July 7	Clear	0 1		Routing
MONDAY 8	"	0 1		Morgan, Decker, Jose, Brand, Barbon, Morelock, Trout, Walker, Scott, Glenn, Wills, Swan, Litchfield, Olson
TUESDAY 9	"	0 1		
WEDNESDAY 10	"	0 1		
THURSDAY 11	Partly Cloudy	0 1		
FRIDAY 12	Showers	0 1		
SATURDAY 13	Cloudy			

RECEIVED
CONSTRUCTION DIVISION
NOTED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
July SUNDAY 7	No activty.
MONDAY 8	Misc. cleanup.
TUESDAY 9	Misc. cleanup. John Quiner, Assistant Division Engineer, inspected project.
10 WEDNESDAY	Misc. cleanup.
11 THURSDAY	Misc. cleanup.
FRIDAY 12	Contract work completed this date.
SATURDAY	

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUL 15 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

REMARKS

Contract work completed. No further weekly reports will be made.

Semi-final estimate will be submitted August 1, 1968.

SIGNATURE _____ LOCATION Roseburg

HOWARD R. HARRIS

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JAN 11 1968
FOR FILING

110-1141
6911

December 13, 1967

#9

Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon

Gentlemen:

The State Highway Commission at its meeting on December 12 considered your request for an extension of time on Contract No. 6911 on the South Umpqua River (Smith) Bridge Section of the Elkton-Sutherlin Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days in the contract to 432 and granted an additional 60 days for removal of the old bridge.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L. R. Chandler
Howard Harris
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
DEC 7 - 1967
FOR FILING

110-1141

6911

December 6, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 9
December 12, 1967 meeting

Gentlemen:

Tom Lillebo Construction Company, contractor for the construction of the South Umpqua River (Smith) Bridge Section of the Elkton-Sutherlin Highway in Douglas County, Contract No. 6911, has requested that he be granted an additional 115 calendar days in 1967 to complete the bridge and highway portion of the work and that he be granted an additional 60 calendar days in 1968, after the flood season of 1967-1968, in which to remove the old bridge.

The contract allotted 360 calendar days to complete the work, which forecast a completion date of August 28, 1967. During construction, unsuitable soft shaly rock was encountered at Bents 4 and 5 which required extensive pier footing redesign and excavation. This work delayed the contractor to the point that the job was not open to traffic until November 2, 1967, a total of 72 calendar days beyond the specified completion date.

The contract also specified that the old bridge be removed after opening of the new structure. Considerable risk would be involved in placing falsework in the Umpqua River to permit dismantling of the old steel trusses prior to low water next season.

The reasons listed above justify an increase of 72 calendar days beyond the specified completion date for the contract and for the granting of an additional 60 days during the low water season of 1968 in which to remove the old bridge.

I recommend that the number of calendar days allotted in the contract be increased to 432 and that an additional 60 days be granted for removal of the old bridge, which will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the December 12 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf/TE;ja:jes

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6911 Contractor Tom Lillebo Construction Co.

Highway Elkton - Sutherlin

Section South Umpqua River (Smith) Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Grant 72 calendar days (8/29/67 to 11/8/67) to complete all work except removal of old bridge and grant an additional 60 calendar days in 1968 (period to be determined by Engineer) to remove old bridge - ~~all without~~ assessment of liquidated damages; because of extra work and resultant delays due to foundation changes at Bents 4 and 5.

SEP 26 1967

Recommended for Approval:

John Adams Jr. Asst.
Division Engineer

Ivan D. Murchant
~~Construction Engineer~~ or Bridge Engineer

John Edwards Asst.
State Highway Engineer

Contract No.	6911
Project designation	State (State-Federal)
Date awarded	August 23, 1966
Work started	August 19, 1966
Per cent completed	See Above (~~Sept. 15, 1967~~ Date)
No. of Workdays Allowed	360
No. of Workdays Used	See Above (~~338~~)
No. of Added Workdays Requested	See Above (~~335~~)

State Printing 37809

E—220 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date August 25, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 360 days to ..... days, within which to complete our Contract No. 6911, without the assessment of liquidated damages. The said contract is described as follows: Grading, Paving, & Structure, South Umpqua River (Smith) Br. Sec., Elkton-Sutherlin Hwy., Douglas County.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter

Respectfully submitted,

TOM LILLEBO CONSTRUCTION COMPANY
Contractor

By Lee R. Clements
Vice President

CONSENT OF SURETY

Date August 29, 1967

We, FEDERAL INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Lawrence P. Dimm, Attorney-in-fact

(SEAL)

S. C. Shaffer, Resident Agent

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon, L. K. Hail and Dean L. Beck.
of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY
By

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66, before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837850
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12159F (Ed. 1-64)

1-5858 (604)

PRUDENTIAL LINE
SEP 26 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 8, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 29th day of AUGUST, 19 67

E. Miller
Assistant Secretary

TOM LILLEBO
CONSTRUCTION CO.

Bridge and Heavy Construction
Industrial and Commercial Building

August 25, 1967

Oregon State Highway Department
P. O. Box 1128
Roseburg, Oregon 97470

Att: Howard Harris, Resident Engineer

Gentlemen:

Re: Smith Bridge
Contract #6911

Due to unforeseen difficulties encountered at piers #4 and 5 we must request an extension of time. The difficulties encountered were foundation problems and could not be avoided by engineering or construction methods. It was, we believe, a difficult rock strata in which to work and one that required some lost time as to re-design and plan changes that were necessary to insure a good foundation. Rather than continue on, I will simply say that out first time loss on the project began September 20, 1966, at pier #5. This resulted in a plan change and considerable extra work. As soon as possible, pier #4 was explored by driging a test pile. This occured after knowing the foundation problems at bent #5. After driving a test pile it was determined by mutual agreement to shore the hole with long sheet piles to prevent pulling and splicing and to save time and money. This was all based on our experience at bent #5.

On October 12 an extra work order was issued to us and the revised footing plan was received on the 29th of October. However, work was progressing in the interim between the 12th and 29th of October. Work proceeded untill about November 16th when rising water and early flood conditions swept the cofferdam and earth embankments downstream. This caused us to shut the job down untill late spring and only minor work occured after this date in the months from December through May 31st. Consequently extra work order #2 was not completed in its entirety until August 2, 1967.

Completinn of all concrete of bent #4 occured on July 31, 1967. The erection of the prestressed beams was completed on August 21, 1967.

Our primary problem now is to pour our deck, allow for curing, and to surface and pave. First let me review the problem of surfacing and paving. This work had been completed last year as far as possible. Roads, cut off the new fills, had to be maintained for the cofferdam work uncompleted, as well as for beam erection. We have not therefore, been able to let the sub-contractor complete this part of the work. We hope that our temporary roads are removed and this work started by August 28, 1967. Secondly, our placing of the deck: This work is progressing presently, with the forming of the diaphrams, deck,

130 EAST RAILROAD AVENUE P. O. BOX 45 PHONE 271-2147 REEDSPORT, OREGON 97467

etc. to completion. Using for comparison a prior job which is very similar, 110 days were required before the deck, curb, rail, and plugs were poured. Specifications call for 28 days or 5,000 p.s.i. to be attained on the plugs.

It appears that we will need 115 calendar days to turn traffic over the structure, as you can see from our review of the job history from a prior job performed last year.

Our third problem lies in the removal of the old bridge which is bid item #33. Before traffic can be turned over the new structure, the condition of the Umpqua River will be such that it will be impossible to hold falsework in the river to dismantle and remove the steel spans. River conditions and spring fun-off will control when this work can be performed next year. Our estimate to complete this portion of the contract is 60 calendar days in the late spring or early summer of 1968.

This, I believe, sums up the facts and ties in with our letter of September 26, 1966, at which time we expressed some of the concerns stated herein. In closing, we wish to assure you that we will do all possible to open the bridge for traffic within the range of the cost estimate prior to being awarded the contract, and that as long as all reasonable efforts are made on our part, that no penalty will be assessed against us on this contract.

Sincerely,

TOM LILLEBO CONSTRUCTION COMPANY

Lee R. Clements

Lee R. Clements, Vice President

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
AUG 28 1967
FILE:

RECEIVED
SEP 11 1967

9-8-67

FOR FILING
PBA:nr 9/8/67

110-1141

6911

MEMO TO FILES:

Re: Smith River Bridge Section
S. Umpqua River contract No. 6911
Elkton-Sutherlin Highway #231
Douglas County

Mr. George Grubb, County Engineer of Douglas County was contacted on September 5th regarding disposition of the old truss being replaced by construction of the new structure, per Mr. Merchant's letter of August 10, 1967. Attached

Mr. Grubb states that County is not interested in the old truss for their use. He thought the County had a financial interest at time of its construction but County has no use for the bridge. He also stated that County has no need or use for the old highway alignment in that section.

The bridge is therefore available for sale to any other interested party, and the old highway alignment will be abandoned to the abutting property owners following approval of all highway agencies concerned.

P. B. Arensmeier,
Mapping & Records Engineer
County and City Division

PBA:nr

cc: F. B. Klaboe
Ivan Merchant
Horton Hulett

NOTED
F. B. KLABOE

Hwy 231
Douglas Co.

FORM H-30 5ON 10-66 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 10, 1967
Salem, Oregon

RECEIVED
AUG 11 1967
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. Cox

To: H. S. Cox
City-County

B U I L D I N G

SUBJECT: S. Umpqua River (Smith) Bridge
Contract No. 6911
(Hwy 231)
Doug Co.

NOTED
P. B. Arensmeier

On completion of the South Umpqua River (Smith) Bridge, Contract 6911, the Department will salvage and store the old steel truss. The truss is not reusable on the State highway system and is considered surplus. Data on the truss is as follows:

Type Continuous Steel
Length 450 feet
Roadway 18 feet (for timber deck)
Weight 48,000 pounds
Cost 6.43¢ per pound - $30,864
Built in 1928 - Douglas County Market Road Funds
Dept. Drawings 3560, 3561, 3562, 3563, 3564, 3565 & 3566

The Smith Bridge came under Department control as a part of the Elkton-Sutherland Secondary Highway at the time this highway became a part of the State Secondary System.

I am not able to determine whether or not the Department had a financial interest in the 1928 construction and am at a loss as to how to proceed to dispose of the truss. If the State had a financial interest in the original construction, the truss can be offered, with Commission consent, to Douglas County for the going price of 5¢ per pound less the Douglas County contribution to the original construction. If the State had no financial interest in the original construction, I presume the truss, with Commission consent, can be turned over to Douglas County without charge. If Douglas County is not interested in the old truss, it can be made available to any other county at the going price of 5¢ per pound.

Will you please determine if Douglas County wants the old truss, and if not, make it available to any county interested.

NOTED
RICHARD UNREIN

8/11/67
See Memo to L.R. Chandler re: this matter will be discussed in future with Doug. Co.

NOTED
DON HARWELL

Our records show an old contract number of 1040 and a prefix of 10W101. Maybe this will help you determine financial interest in the original construction.

Ivan D. Merchant
Bridge Engineer

CAG:jf

cc: H. W. Hughlett
C. A. Gardner

RECEIVED
JUL 14 1967

6911

July 13, 1967

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the South Umpqua River (Smith) Bridge on the Elkton-Sutherlin Highway in Douglas County appears inevitable. This is a State project under contract to Tom Lillebo Construction Company (Contract No. 6911).

The original authorization was $732,512.81 and it now appears that the final cost will be $797,695.43 or an overrun of 8.93 percent. The principal reason for this overrun is the founding of the footings for Bents 4 and 5 at elevations lower than originally anticipated. This required additional payment for shoring and cribbing as well as increasing the size of the footing at Bent 4.

This matter will be on the agenda for the July 24 meeting and we recommend your approval of the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

RWE:ow fp

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison

L. R. Chandler

FORM E-30 SOH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
June 29, 1967

To: Ivan Merchant
Bridge Engineer
SALEM

SUBJECT: Expected Overrun of Project Authorization
South Umpqua River (Smith Bridge)
Elkton-Sutherlin Highway
Contract No. 6911
Douglas County

Attn Al Rear

Enclosed herewith is a new Expected Overrun of Project Authorization on the subject project which reflects a net increase to the project of $65,382.62 or 8.93%. This new statement of expected overrun reflects a saving of $10,500 for the shoring and cribbing at Bent No. 4.

The original statement of expected overrun was submitted prior to commencing this work. The principal reasons for the overrun on this project is in lowering the footings at Bents 4 and 5 in order to obtain adequate bearing and embedment in solid rock. Your approval is recommended.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQ/pm

Attachments

Form E-372 (Rev. 10-66)

A

OREGON STATE HIGHWAY DEPARTMENT

110-1141

Expected Overrun of Project Authorization

Project South Umpqua River (Smith) Bridge Date June 26, 1967

Highway Elkton - Sutherlin Contract No. 6911

County Douglas Kind of Work Grading, Paving, Struct. Contractor Tom Miliobo Construction Co.

	Authorized	Estimated	
Contract Amount	$649,872.50	$663,664.50	
Anticipated Items	1,250.00	1,250.00	
Contingency (4½%)	29,30 .51	73,079.79	
Engineering	52,009.80	59,881.14	
Credits	-	-	
PROJECT COST	732,512.81	797,895.43	
NET INCREASE $		65,382.62	8.93%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

APPROVED BY STATE HIGHWAY COMMISSION
DATE 7-24-67

	Expected Amount	Net Change
(C)Item No. 20 Structural Excavation	$14,700.00	+$2,590.00
(C)Item No 25 Splice Steel Piles	720.00	+ 270.00
(C) Item No 26 Class "A" Concrete	205,000.00	+ 8,125.00
(C)Item No 27 Class "B" Concrete	16,275.00	+ 1,750.00
(C)Item No 31 Metal Reinforcement	71,000.00	+ 1,057.00
(U)P.A. #1 Furnish & Install 8" perf pipe	675.00	675.00
(U)P.A. #2 Credit to State for Contr's Cost of Shoring and cribbing	(-)6,000.00	(-)6,000.00
(U)P.A. #3 Drive test Pile at Bent No.4	445.00	+ 445.00
(U)P.A. #3 Shoring & Cribbing at Bent No. 5	17,979.79	+17,979.79
(U)P.A. #2 Shoring & cribbing at Bent No. 4	6,000.00	+6,000.00

Principal reasons for overruns (Continue on reverse side): The principal reason for the overrun is due to finding footing for Bents No 4 & 5 at lower elevations than originally anticipated. This required the payment for shoring & cribbing and increasing the size of the footing at Bent No. 4. The original cofferdam at Bent No 4 washed out which requires salvaging of material and rebuilding the cofferdam.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by [signature] Resident Engineer

Noted by _____ Construction or Bridge Engineer

Confirmed by [signature] Division Engineer

Noted by _____ Deputy or State Highway Engineer

SP*32769-734

RECEIVED
AUG 24 1966
COMMISSIONERS

HERMAN F. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD M. HALL, EAGLESTON

110-11.41

6911

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing

Morgan
Parker
Bond
Burbee
Walker
Olson
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1966
CONSTRUCTION
DIVISION

August 22, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the following listed proposed highway projects transmitted to us from your office.

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County.

Gillespie Corners-Lorane Section, Territorial Highway, Lane County.

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County.

Applegate River-Wilderville Section, Redwood Highway, Josephine County.

Wright Bridge Section, Cascade Highway, Clackamas County.

8-23-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (6)
A. F. Parson (2)

We anticipate no conflicts with the fishery resources hence the projects are approved.

Sincerely,

fp

BURTON E. CARNEGIE
HYDRAULIC ENGINEER

cc: Oregon State Game Commission

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN CONSTRUCTION

POST OFFICE BOX 1905, EUGENE, OREGON 97401
TELEPHONE (503) 746-9673

August 18, 1966

RE: Smith Bridge
Bridge No. 1311 B

Oregon State Highway Department
State Highway Building
Salem, Oregon

Gentlemen:

We are submitting our statement for professional services rendered in accordance with the terms of the contract agreement for this work dated July 18, 1966. This statement covers all our costs to date and will be a final billing unless further services are requested by you.

We hereby certify that the hourly rates and total amounts shown on the attached schedule have been paid for the month of July and will be paid for the month of August when the August payroll is written.

Very truly yours
OREGON BRIDGE ENGINEERING CO

D.W. Gallaher

D.W. Gallaher
Chief Engineer

Maison says
Paid 8/23

File

NOTED
TOM EDWARDS

RECEIVED
AUG 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Hand delivered
by M. Pierce

OREGON BRIDGE ENGINEERING CO.

CONSULTING ENGINEERS

DESIGN CONSTRUCTION

POST OFFICE BOX 1905, EUGENE, OREGON 97401
TELEPHONE (503) 746-9673

I N V O I C E

August 17, 1966

Oregon State Highway Department
State Highway Building
Salem, Oregon

For: Smith Bridge
#1311B

For professional services rendered:

The preparation of final design drawings, contract construction specifications (rough draft, estimates of quantities and estimate of costs, per Agreement.

C. O. Fredrickson, Chief Design Engineer	$1059.50
L. F. Pierce, Design Engineer	748.50
D. G. Gallaher, Chief Engineer	510.25
W. A. Palmateer, Design Consultant Engineer	234.00
Jerry E. Bishop, Draftsman (Engineer)	203.88
John W. Crowder, Draftsman	261.75
Kelly Girl, Stenographic	17.20
Total	$3035.08
+ 90%	2731.57
Total	$5766.65
+ 15%	865.00
TOTAL	$6631.65

Invoice #104

OREGON BRIDGE ENGINEERING CO.
P. O. BOX 1905
EUGENE, OREGON

PAYROLL SCHEDULE for the Smith Br. WEEK ENDED July 23, 1966

Name	Classification	S	M	T	W	T	F	S	Total Hours	Rate	Amount	Total Labor	Travel
C. O. FREDRICKSON	Chief Design Engr.		2	8	8	8	8		34	6.50	221.00		
				5	5	5	5	14	34	9.75	331.50	$552.50	
L. F. PIERCE	Design Engr.		2	4	-	8	8		22	6.00	132.00		
			-	-	-	4	5	13½	22½	9.00	202.50	$334.50	
D. G. GALLAHER	Chief Engineer		-	-	-	3	2		5	6.50	32.50		
			-	4	2	5	5	8	24	9.75	234.00	$266.50	
W. A. PALMATEER	Design Consultant Engineer		-	-	-	4	-	-	4	6.50	26.00		
			-	-	-	-	-	8	8	9.75	78.00	$104.00	
JERRY E. BISHOP	Draftsman (Engineer)		-	-	-	-	-						
			-	2	1½	6	5	11	25½	5.25	133.88	$133.88	
JOHN W. CROWDER	Draftsman		-	-	½	4	5		9½	3.00	28.50		
			-	2	5	5	3	8½	23½	4.50	105.75	$134.25	

TOTAL $1525.63

OREGON BRIDGE ENGINEERING CO.
P. O. BOX 1905
EUGENE, OREGON

PAYROLL SCHEDULE — OSHD for the Smith Br. WEEK ENDED July 30, 1966

Name	Classification	S	M	T	W	T	F	S	Total Hours	Rate	Amount	Total Labor	Travel
C. O. FREDRICKSON	Chief Design Engr.	14							14	13.00	182.00		
			8	8	2	-	-		18	6.50	117.00		
			6	-	-	-	-		6	9.75	58.50	$357.50	
L. F. PIERCE	Design Engr.	14							14	12.00	168.00		
			8	6	2	-	-		16	6.00	96.00		
			6	-	-	-	-		6	9.00	54.00	$318.00	
D. G. GALLAHER	Chief Engineer	8							8	13.00	104.00		
			-	8	-	-	-		8	6.50	52.00		
			6	3	-	-	-		9	9.75	87.75	$243.75	
W. A. PALMATEER	Design Consultant Engineer	8							8	13.00	104.00		
			4						4	6.50	26.00	$130.00	
JERRY E. BISHOP	Draftsman (Engineer)	4⅓							4⅓	7.00	31.50		
			-	2	-	-	-		2	3.50	7.00		
			4	2	-	-	-		6	5.25	31.50	$ 70.00	
JOHN W. CROWDER	Draftsman	12							12	6.00	72.00		
			1½	5	-	-	-		6½	3.00	19.50		
			7	1	-	-	-		8	4.50	36.00	$127.50	
Kelly Girl	Stenographer		4	4					8	2.15	17.20	$ 17.20	

TOTAL $1263.95

OREGON BRIDGE ENGINEERING CO.
P. O. BOX 1905
EUGENE, OREGON

PAYROLL SCHEDULE OSHD for the Smith Br WEEK ENDED Aug. 6, 1966

Name	Classification	S	M	T	W	T	F	S	Total Hours	Rate	Amount	Total Labor	Travel
C. O. FREDRICKSON	Chief Design Engr.		-	-	7	10	6		23	6.50	149.50	$149.50	
L. F. PIERCE	Design Engr.		-	4	-	8	4		16	6.00	96.00	$ 96.00	

RECEIVED
AUG 16 1966
FOR FILING
110-1141

6911

August 15, 1966

Oregon State Highway Commission

Gentlemen:

Due to the present workload in our Bridge Division and to the urgency for expediting plans for the Smith Bridge over the Umpqua River on the Elkton-Sutherlin Highway in Douglas County, it has become necessary to secure the services of a consulting engineer to prepare plans and estimates.

The Consulting Committee, after considering all factors and engineering services available, selected the firm of Oregon Bridge Engineering Company of Eugene to do the work.

An agreement has been negotiated with this firm for a fee of not to exceed $9,300. This is to include the preparation of final design drawings, contract construction specifications, estimate of quantities, and an estimate of cost.

This matter has been cleared with the Department of Finance and Administration and was approved by Chairman Jackson on July 18.

This item will be on the agenda for the August 25 meeting for your confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler
CAG:jf fn

RECEIVED
AUG 12 1966
FOR FILING

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

110-1141

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 9, 1966

Routing
Morgan
Fisher
Bond
Berdeo
Walker
Glenn
Swan

RECEIVED
AUG 10 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 27, 1966 which enclosed the plan title sheets for the following projects:

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County

Applegate River-Wilderville Section, Redwood Highway, Josephine County

Wright Bridge Section, Cascade Highway, Clackamas County

We do not anticipate any conflict with the fishery resource as a result of the above projects, so they are approved. We appreciate the opportunity to comment on the construction.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC
8-10-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (4)

fp

RECEIVED
AUG 15 1966
OFFICE
STATE HIGHWAY

RECEIVED
OCT 13 1966
FOR FILING
HD-1141
6511

August 5, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3145

Oregon Bridge Engineering Co.
Consulting Engineers
P.O. Box 1905
Eugene, Oregon 97401

AGENDA
AUG 25 1966

Gentlemen:

We are enclosing for your records a fully executed copy of a Consultant Agreement for the preparation of design drawings, contract specifications, estimates of quantities and costs for the Smith Bridge over the Umpqua River on the Elkton-Sutherlin Highway in Douglas County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: Tom Edwards
Ivan Merchant
(Conformed Copy)

M

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 Pages

RECEIVED AUG 10 1966 FOR FILING

Section Smith Bridge Highway Elkton-Sutherlin (Fdr 232) County DOUGLAS

Res. Engr. _____ Approx. Length 0.3± Miles. Sta. 177+72± to Sta. 209+44±

Profile Smith Br 1969 110-11-17 Date 7-28-66

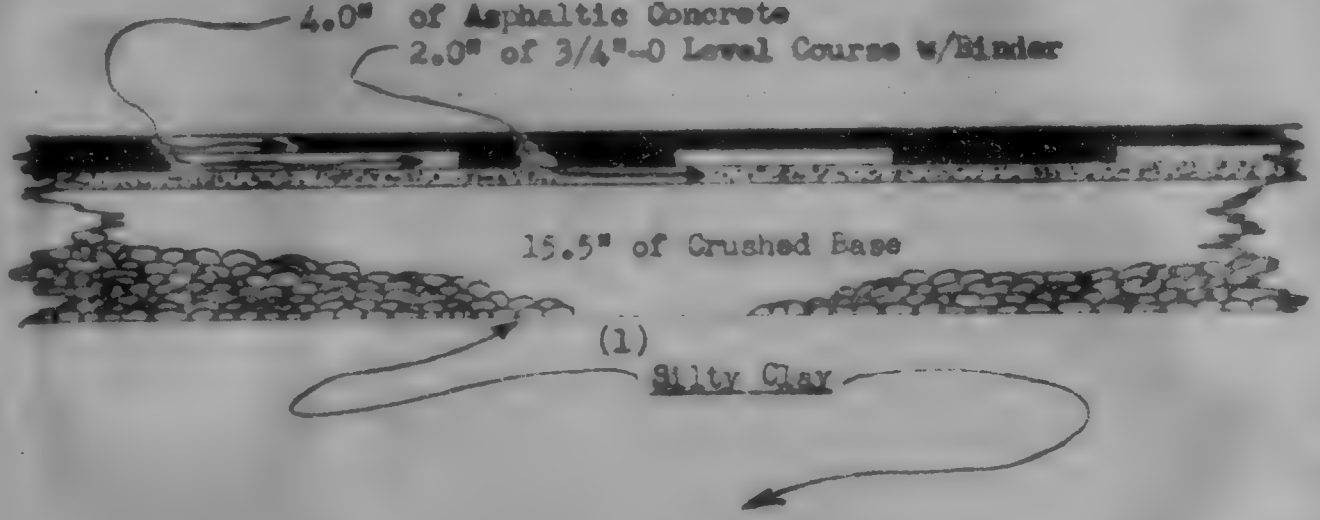
Truck A.D.T. 106 Traffic Coefficient 8.2 18 kip s.a. per day 74.5.

Annual Precipitation 53"± (Elkton) Frost Penetration _____.

(1)
Typical Soil
36 LL
16 PI
47 %P 10
38 %P200
3 %Gravel
2 %C Sand
7 %F Sand
60 %Silt
28 %Clay
.1 "R" Value
(Corrected)

AASHO CLASSIFICATION:
A-6 (10)

MATERIAL SOURCES:
To be determined
by the Engineer.



	CBR Total Req.	Credit	Actual Thick.	
		8.0	4.0	A.C.
		2.0	2.0	Level Cr. Base
		15.5	15.5	
	25.5	25.5	21.5	

NOTED
F. E. KLABOE

cc:
D.P.&R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Asst. Engineer of Materials

Recommended by _____ Asst Construction Engineer

Approved by _____ Asst. State Highway Engineer

SMITH BRIDGE
ELKTON SUTHERLIN (FAS 232)
DOUGLAS COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	3/4"-0 Level Course	Crushed Base	"CBR" Requirement	Actual Thickness
30 - 90	3.5"	2.0"	14.5"	23.5"	20.0"
8 - 30	3.0"	2.0"	12.5"	20.5"	17.5"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Care Only	2.0"	2.0"	6.5"	12.5"	10.5"

Should substitutions be made use the "CBR Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION: SMITH BRIDGE

HIGHWAY: ELKTON SUTHERLIN (FAR 232)

COUNTY: Douglas

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT (1965) 390 (Total)

B. Future ADT (1985) 660 (Total)

C. Mean ADT 525 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 20 (ADT Basis) Practically all Logging

G. Trucks (in one direction) $\frac{F}{2}$ = .10 x (C) $\frac{525}{\text{Total}}$ = Logging Trucks = 53 = 53 = 106

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 106 x (H) 100 % = 106

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.664

= 8.2

SECTION: SMITH BRIDGE

HIGHWAY: WILTON-SUTHERLIN (FAR 232)

COUNTY: DOUGLAS

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See Remarks
10. Stimulation of Competition: See Remarks
11. Construction Consideration: See Remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as this is a short section, with no P.C.C. pavement in the immediate area. The subgrade (embankment) was completed under a previous contract.

RECEIVED
JUL 29 1966
FOR FILING

110-11141

-6911

July 28, 1966

Oregon State Highway Commission

Gentlemen:

It is desirable to add the following critically needed projects to the current fiscal year State Construction program:

Elkton-Sutherlin Highway Smith Bridge	$400,000
Cascade Highway Wrights Bridge	300,000
Oregon Coast Highway Buena Vista Wayside-Burnt Hill (part) pave	200,000
Redwood Highway Applegate River Section	750,000

These additions were verbally approved by Chairman Jackson on July 19 and the matter will be on the agenda for the August 25 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Lloyd Shaw
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
Ivan Merchant
C. H. Maison
R. D. Asburry
L. R. Chandler

RLP:ms ja

RECEIVED
JUL 21 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

110-1141

911

Salem, Oregon
July 19, 1966

To: MEMO TO FILE

SUBJECT:

On this date, Chairman Jackson approved the following projects for contracting:

Elkton-Sutherlin Highway Smith Bridge	$400,000
Cascade Highway Wrights Bridge	300,000
Oregon Coast Highway Buena Vista Wayside-Burnt Hill (part) pave	200,000
Redwood Highway Applegate River Section	750,000

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners

R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
Ivan Merchant

NOTED
TOM EDWARDS

RECEIVED
MAY 23 1966
FOR FILING

Commissioners
J. Fay Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

110 - 1141

(711)

(479)

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

May 18, 1966

Routing

Morgan	Pease
Docker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
MAY 19 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

This is in reply to your letters of April 20, 1966, and May 16, 1966 which had reference to construction on the following projects:

1. Smith River Bridge No. 9532
2. Gardiner Hill Overcrossing No. 9533
3. Jack Franz Cr. Br. No. 9534
4. "Q" St. Interchange-Fifteenth Street Section, Eugene-Springfield Highway, Lane County.

We have no objection from a wildlife standpoint to the above construction, and the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
5-19-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (8)

fp

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
MAR 1966
FORM S-30 5M 10-65 SP*23401-724

110-1141

6111

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1966

SUBJECT:

To: Mr. F. B. Klaboe
Ass't. State Highway Engineer
BUILDING

419

In line with your letter of February 17, 1966, I am attaching copies of reports from Mr. Tebeau on the Coast Fork Willamette River Bridge on the Springfield-Creswell Highway and the Smith River Bridge on the Elkton-Sutherlin Highway. I believe the reports are self-explanatory.

F. D. Morgan
Construction Engineer

By D. J. Barbee

D. J. Barbee
Ass't. Construction Engineer

DJB:rw

Attach.

Tom: Pop advises that the Smith Bridge was recently damaged by a log truck. Probably it isn't seriously hurt, but you may wish to consider it for this or next years state const program.

JFK

NOTED
TOM EDWARDS
NOTED
F. B. KLABOE

FORM E-30 50M 10-65 SP*23401-724

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1966

To: Mr. F. D. Morgan
Construction Engineer

BUILDING

SUBJECT: Smith Bridge, M.P. 3.9
Elkton-Sutherlin Highway
Road No. 231
(Assignment: FBK-479)

A reconnaissance estimate has been prepared for construction of a new bridge to replace the present one over the Umpqua River at M.P. 3.9 on the Elkton-Sutherlin Highway. The present structure, a steel through truss, was built in 1928 (H-12 load rate) and has a 17'-7" horizontal clearance and a vertical clearance of 14'-8".

In 1960 the highway was improved from Elkton southerly to Kellogg under two contracts: Elkton-Smith Bridge (Contract No. 5336) built to two 10-foot lanes with 4-foot shoulders; Smith Bridge-Kellogg Bridge (Contract No. 5525) built to two 11-foot lanes with 4-foot shoulders. Under these contracts, a temporary connection was made to the approaches at each end of the existing bridge; at the same time the approaches to the proposed new bridge were graded.

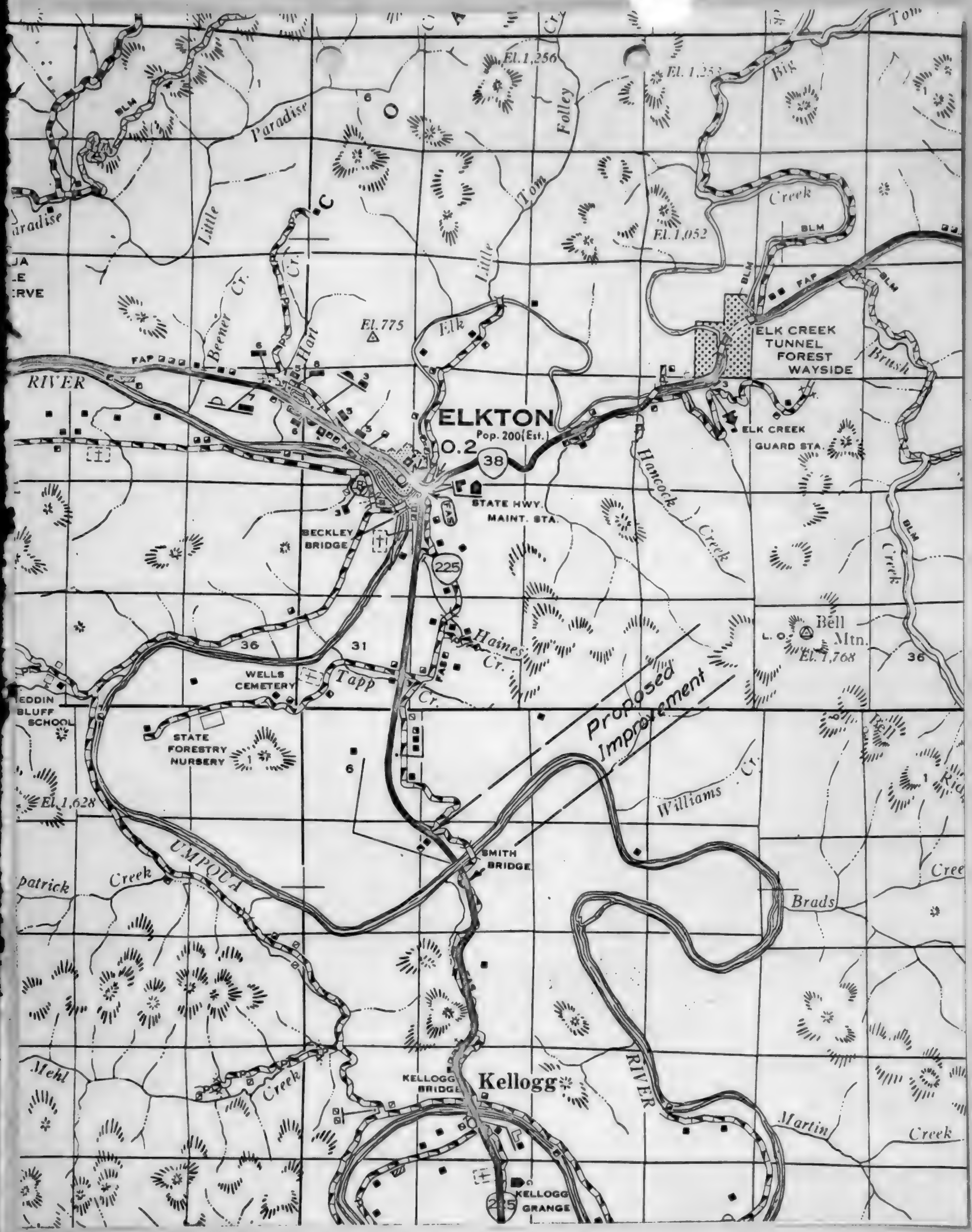
Estimate cost for the new structure, 745 feet long with a 32-foot width, and minor grading and paving of the approaches for about a half mile is $770,000. It is assumed that the approaches would be continued on the same roadway widths as originally conceived. The new alignment will effect a savings in distance of 0.2 mile and eliminate a 30-degree curve. 1964 ADT through the area is 300.

A small scale map is attached.

W. H. Tebeau

W. H. Tebeau
Preliminary Studies Engineer

WHT:bjm
Attachment


El. 1,256
El. 1,253
Big Tom
Folley Cr.
Paradise
Little Tom Folley
Creek
El. 1,052
BLM
FAP
ELK CREEK TUNNEL FOREST WAYSIDE
Brush
Beaver Cr.
Hart Cr.
El. 775
Elk
RIVER
ELKTON
Pop. 200 (Est.)
0.2
38
ELK CREEK GUARD STA.
Hancock Creek
STATE HWY. MAINT. STA.
BECKLEY BRIDGE
225
Haines Cr.
Bell Mtn.
El. 1,768
36
31
WELLS CEMETERY
Tapp Cr.
Proposed Improvement
EDDIN BLUFF SCHOOL
STATE FORESTRY NURSERY
El. 1,628
Williams Cr.
SMITH BRIDGE
UMPQUA
patrick Creek
Brads
Mehl Creek
KELLOGG BRIDGE
Kellogg
RIVER
Martin Creek
KELLOGG GRANGE

13-8320 Burns-Buchanan Rock Prod. 1966
Proj. near Burns on Central
#6912 Oregon Hwy.

FORM B-122X 50 M 6-67

RECEIVED
FEB 7 - 1969
FOR

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

13-8320
6912

February 5, 1969

Denton & Brown
Insurance Adjusters
P. O. Box 829
Bend, Oregon 97701

Attention: C. L. Denton

Re: Damage Complaint
Helen Davis Rhodes v.
Clarence Braden Constr.Co.
M.P. 142.5, Central Oregon
Highway
R/W File 17050
Contract No. 6912

Gentlemen:

We received on February 3 your letter dated January 21, 1969, in which you request a copy of the pertinent pages from Contract No. 6912, dealing with the hold-harmless clause.

Enclosed is a copy of the cover and printed page 1 from Contract 6912, which incorporates by reference the Standard Specifications for Highway Construction, current edition. On the date this Contract was awarded, August 23, 1966, the 1964 Standard Specifications were (and still are) the "current" edition.

We also enclose a copy of pp. 39-47 of those Standard Specifications, and direct your particular attention to Articles "7-17 Trespass; 7-21 Public Safety and Convenience-Traffic and Abutters; 7-22 Protection of Property and Persons; 7-23 Protection of Drainage and Irrigation Facilities and Crops; 7-24 Restoration of Damaged Property; 7-25 Responsibility for Damages," and "7-28 Weight and Speed Limitations on Contractors Vehicles and Equipment." Depending upon the nature of the evidence which Mrs. Rhodes might offer in support of her claim, we believe that several or all of the above provisions will apply.

Very truly yours,

G. E. ROHDE
Chief Counsel

By
ALAN H. JOHANSEN
Staff Attorney

AHJ:rh
Encls.

Re: Damage Complaint
Helen Davis Rhodes v. Clarence
Braden Constr.Co.

bcc: Mr. G. E. Rohde
Mr. F. D. Morgan, Attn: John Bond
Mr. A. F. Parson
Mr. P. F. Burnett

a Mr. Grenoso is attorney for
Plf in this matter

RECEIVED
NOV 3 - 1967
FOREIGN

13-8320

6912

November 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 4, 1967 on Contract No. 6912. The contract was with C. B. Construction Company and was for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 2, 1967, and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Pareon

RECEIVED
NOV 3 - 1967

13-8320
6912

November 2, 1967

Fireman's Fund Insurance Company
3333 California Street
San Francisco, California 94118

Gentlemen:

Contract No. 6912 awarded to C. B. Construction Company for rock production on the Burns-Buchanan Section of the Central Oregon Highway in Harney County was completed on August 4, 1967, and accepted by the Highway Commission on November 2, 1967.

Final payment in the amount of $1,755 will be released to the contractor after November 9, 1967. The total contract amount is $33,098.53 and no work was performed under force account.

No claims for labor or material have been filed.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc C. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

Mr. E. A. Valentine
1209 S.W. 6th Avenue
Portland, Oregon
L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
SEP 19 1967
FOR FILING

13-8320

6912

3g
8-29-67

August 29, 1967

O. B. Construction Company
22 West Alder
Walla Walla, Washington 99362

#1

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6912 on the Burns-Buchanan rock production project on the Central Oregon Highway in Harney County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an increase of three calendar days from 300 to 303.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc A. F. Parson
P. F. Burnett
L. H. Young
F. D. Morgan
C. H. Maison

FORM E-20 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1967

SUBJECT: Extension of Time
Burns-Buchanan Section
Central Oregon Highway
Contract 6912

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from C. B. Construction Company for an increase in the number of calendar days from 300 to 303. The contractor refers to a request by the State to suspend operations over the 4th of July holiday.

A general letter was sent to all contractors in Division V which requested that they restrict their activities to those areas which would not seriously conflict with the traveling public during the 4th of July holiday period. The letter indicated that should this restriction of activities impede the contractor's progress, consideration would be given to a time extension.

This is a rock production project which was awarded August 23, 1966. The contract calls for production of 9,000 yards of crushed material with a time limit of 300 calendar days starting September 3, 1966. The contractor did not commence work until June 15, 1967. The only work he performed between June 15 and July 5, involved stripping the overburden from the material source and setting up and adjusting the crusher. None of the contractor's work could be construed in any way to be in conflict with highway traffic and, therefore, the general letter does not apply to this contract. We recommend that the contractor's request be denied.

The contract calendar days expired on June 29, 1967. The present estimated completion date is July 28, 1967. This represents 29 liquidated damage days and at $50 a day amounts to $1,450.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

RECEIVED
JUL 19 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JAB-DES:nn
Encs.
cc: L. H. Young

M-320 (Rev.)—5M—6-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 3, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 300 days to 303 days, within which to complete our Contract No. 6912, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

In cooperation with the State of Oregon request, we suspended operations July 1 through July 3. Therefore, we request 3 days extension of time.

Respectfully submitted,

C. B. CONSTRUCTION COMPANY
Contractor

By [signature]
Managing Partner

CONSENT OF SURETY

Date JUL 3 1967, 19

We, FIREMAN'S [illegible], as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

[signature]
Attorney-in-fact

(SEAL)

[signature]
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6912 Contractor C. B. Construction Company

Highway Bentral Oregon

Section Burns-Buchanan

Kind of Work rock production

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIED~~GRANTED~~. The reasons for such recommendation are as follows:

~~Denied as per attached letter~~

None of the contractor's work could be construed in any way as being in conflict with highway traffic and, therefore, the Division's letter requesting work suspension during the 4th of July holiday period does not apply.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6912
Project designation	State (State-Federal)
Date awarded	August 23, 1966
Work started	June 15, 1967
Per cent completed	00 July 8, 1967 (Date)
No. of ~~Workdays~~ calendar Allowed	300
No. of ~~Workdays~~ calendar Used	309 7/8/67
No. of Added ~~Workdays~~ Requested	0

SP~~0256~~-794

13-8320

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Burns-Buchanan		WEEK ENDING: August 26, 1967
		SECTION PREFIX: 13-8320
HIGHWAY: Central Oregon		COUNTY: Harney
NAME OF JOB: Burns-Buchanan	KIND OF WORK: Rock Production	
CONTRACTOR: C. B. Construction	CONTRACT NUMBER: 6912	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 23, 1966	DATE WORK STARTED: June 15, 1967	ESTIMATED COMPLETION DATE: August 4, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: —— SUPERVISION: ——	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 300	CALENDAR DAYS USED 336
PROJECT AUTHORIZATION: $39,489.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 112
EXCLUSIVE OF ENGINEERING: $36,679.50	ENGINEERING AUTHORIZATION $ 2,808.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $33,098.53	ENGINEERING COST TO DATE $ 6,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 90
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 10 %	PERCENT OF AUTHORIZATION: 217 %	DATE PROJECT WAS COMPLETED: 8/4/67
		Semi-Final submitted 8/25/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD. 100		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)					9,000 C.Y.		
TOTAL QUANTITIES CORRECTED TO DATE					8,948.3 C.Y.		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					8,948.3 C.Y.		
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair all week.			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final sent to Division office August 25, 1967.

This will be the final weekly report on this project

SIGNED P. F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
AUG 7 1967

FORM 13-8320
6912

August 4, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
August 29, 1967 Meeting

Gentlemen:

C. B. Construction Company, contractor on the Burns-Buchanan Section (rock production) of the Central Oregon Highway in Harney County, Contract No. 6912, has requested an increase of three calendar days, from 300 to 303. The contractor cites as the reason for this request a suspension in work over the 4th of July holiday at the request of the State.

A letter was sent to this contractor, along with all other contractors in the Division, requesting that they restrict their activities to those areas which would not conflict with the traveling public during the holiday period.

This is a rock production project awarded August 23, 1966. The contractor did not commence work until June 15, 1967. Some of the contractor's work prior to and immediately following the holiday conflicted with highway traffic. The general letter does not apply to this contract for this reason.

I recommend that the contractor's request be denied. Based on the estimated completion date of July 28, 1967, 29 liquidated damage days will accrue, which at $50 a day amount to $1,450.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
A. F. Parson
C. H. Maison
Enc. L. H. Young

DES:nn cp

RECEIVED
OCT 10 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
[illegible]
KENNETH H. FRIDLEY, MEMBER
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12-2-66
6912

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 7, 1966

C. B. Construction Co.
22 West Alder
Walla Walla, Washington 99362

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6912 for rock production on the Burns-Buchanan section of the Central Oregon Highway in Harney County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc Fireman's Fund Insurance Company

Mr. E. A. Valentine
1209 S. W. 6th Avenue
Portland, Oregon

15-1150 Neil Jr. Wilde Inc., Pacific 1960
HWY.
4691 3

RECEIVED
DEC 7 - 1966
FOR FILING

15-1150
6913

December 7, 1966

United Pacific Insurance Company
Portland Branch Office
415 SW 10th Avenue
Portland 5, Oregon

Gentlemen:

Contract No. 6913 awarded to M. C. Lininger & Sons, Inc., for slide correction on the Neil Creek Slide of the Pacific Highway in Jackson County was completed on October 6, 1966, and accepted by the Highway Commission on December 6, 1966.

Final payment in the amount of $1,769 will be released to the contractor after December 14, 1966. The total contract amount is $40,721.64 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 6 - 1966

15-1150
6913

December 6, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 6, 1966, on Contract No. 6913. The contract was with M. C. Lininger & Sons, Inc. and was for slide correction on the Hail Creek Slide on the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 6, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

RECEIVED
DEC 14 1966
FOR FILE

15-1150

6913

November 25, 1966

M.O. Lininger & Sons, Inc.
P.O. Box 1145
Medford, Oregon

#8

Gentlemen:

The State Highway Commission at its meeting on November 22 considered your request for an extension of time on Contract No. 6913 for the Neil Creek Slide Project in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission increased the number of calendar days from 30 to 34 as you requested.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc L.R. Chandler
Bill Brown
L.H. Young
F.D. Morgan
C.H. Malcom

RECEIVED
NOV 16 1966
FOR FILING

15-1150

6913

November 15, 1966

Oregon State Highway Commission

Request for Extension of Time
No. 8
November 22, 1966 meeting

Gentlemen:

M. C. Lininger and Sons, Inc., contractor on the Neil Creek Slide Section of the Pacific Highway in Jackson County, Contract No. 6913, requests an increase in the number of calendar days from 30 to 34. The contractor's request is based on increased quantities for the major excavation items.

The embankment foundation excavation exceeded the plan quantity by more than 9,000 cubic yards. The selected earth embankment material exceeded the plan quantity in excess of 8,000 cubic yards. These overruns more than justify an extension of four calendar days.

I recommend that the calendar days for this project be increased from 30 to 34. This will eliminate all liquidated damages.

This matter will be on the agenda for your consideration at the November 22 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DES:fp bg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6913 Contractor M. C. Lininger & Sons, Inc.

Highway Pacific

Section Neil Creek Slide

Kind of Work Slide Correction

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ GRANTED. The reasons for such recommendation are as follows:

Overruns in Embankment Foundation Excavation and Selected Earth Embankment Material justify an extension of 4 calendar days.

Recommended for Approval:

John Dumper
Asst. Division Engineer

John A. Bard
for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6913
Project designation	State. (State-Federal)
Date awarded	August 23, 1966
Work started	August 24, 1966
Per cent completed	100 October 6, 1966 (Date)
No. of ~~Workdays~~ Calendar Days Allowed	30
No. of ~~Workdays~~ Calendar Days Used	34
No. of Added ~~Workdays~~ Calendar Days Requested	4

State Printing 27960

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 31 October, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 30 days to 34 days, within which to complete our Contract No. 6913, without the assessment of liquidated damages. The said contract is described as follows: Slide correction on Neil Creek Slide Sect. Pacific Highway Jackson County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Time requested based upon increase in quantities on the main excavation items in excess of 100 per cent.

Respectfully submitted,

H. C. LININGER & SONS, INC.
Contractor

By R. B. Miller
R. B. Miller, Gen. Mgr.

CONSENT OF SURETY

Date November 2, 1966

We, UNITED PACIFIC INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
Edw. L. Bros
Attorney-in-fact
Edw. L. Bros,
Resident Agent

Countersigned by
HANSEN & ROWLAND, INC. OF OREGON
Henry Building
Portland, Oregon
(SEAL)
By Ethel Wall
Resident Agents For Oregon

FORM E-20 SOH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1966

SUBJECT: Extension of Time
Neil Creek Slide Section
Pacific Highway
Contract No. 6913

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDIN G

Attached is a request from M. C. Lininger and Sons, Inc., contractor on the subject contract, for an increase in the number of calendar days from 30 to 34. The contractor's request is based on increased quantities for the main excavation items.

The Embankment Foundation Excavation exceeded the plan quantities in excess of 9,000 cubic yards. This is an increase of 129%. The Selected Earth Embankment material exceeded the plan quantity in excess of 8,000 cubic yards, which is 297%. The plan quantities for these two items were not adequate to properly correct the slide condition. On a time-money basis or on actual production time required, these overruns more than justify an extension of 4 calendar days.

Based on the quantity overruns listed above, we recommend that the calendar days be increased from 30 to 34. The project was completed October 6, 1966, at which time 34 calendar days had been charged. The proposed extension will eliminate all liquidated damages.

This is a State project. A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

DES:sg:fp
Attachments
cc L. H. Young

RECEIVED
NOV 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1966
FOR FILING

15-1150
6913

November 3, 1966

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6913, the Neil Creek Slide Section of the Pacific Highway in Jackson County, is anticipated. M. C. Lininger and Sons, Inc. is the contractor. The original project authorization was $36,990. The present anticipated cost is $43,926.15, indicating an overrun of $8,936.15 or 18.8 percent. This is a State project for the purpose of stabilizing a fill slide on I-5.

The major reasons for this overrun are increased quantities of embankment foundation excavation and selected earth embankment material. During construction it was determined that the plan quantities for these two items were not adequate to properly correct the slide condition. It is inherent in this type work that the exact limits of unstable material to be removed cannot be accurately determined in advance.

This request for an additional authorization will be presented to you at the November 22 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB/DES:sg bg

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

November 1, 1966

SUBJECT: Overrun of Project Authorization
Neil Creek Slide Section
Pacific Highway
Contract No. 6913

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for slide correction is under contract to M.C. Lininger and Sons, Inc. of Medford. The original authorization was $36,990. The present anticipated cost is $43,926.15, indicating an overrun of $6,936.15 or 18.8 per cent.

The major reason this project overran was due to the necessity of performing additional embankment foundation excavation beyond that which had been originally planned. This overrun necessitated additional quantities for selected earth embankment material. The overrun in these two bid items amounted to more than $12,000. Compensatory minor underruns account for the net overrun.

It is recommended that the project authorization be increased by $6,936.15.

A rough draft of a letter to the Highway Commission is attached.

F.D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Staff Assistant

JAB/DES:sg
Attachment

cc: L.H. Young

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neil Creek Slide	WEEK ENDING: October 29, 1966	
	SECTION PREFIX: 15-1150	
HIGHWAY: Pacific	COUNTY: Jackson	
NAME OF JOB: Neil Creek Slide	KIND OF WORK: Slide Correction	
CONTRACTOR: M.C. Lininger & Sons, Inc.	CONTRACT NUMBER: 6913	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 23, 1966	DATE WORK STARTED: August 24, 1966	ESTIMATED COMPLETION DATE: October 6, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 30	CALENDAR DAYS USED 34
PROJECT AUTHORIZATION: $36,880.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 113
EXCLUSIVE OF ENGINEERING: $34,359.60	ENGINEERING AUTHORIZATION $2,630.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $34,359.60	ENGINEERING COST TO DATE $3,100.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 117.8	DATE PROJECT WAS COMPLETED: October 6, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Sel. Earth Emb. Mat'l	Rock Backfill
	100	100				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	XXXXXXXX	XXXX
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	7,050			2,850	5,350
TOTAL QUANTITIES CORRECTED TO DATE	16,152			11,335	4,588
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	16,152			11,335	4,588
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing E

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No Activity
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	

REMARKS

Semi-final estimate is being processed and willbe submitted next week.

This is the final weekly report on this project.

SIGNED B E Braun LOCATION Medford, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

Form No. E-372—10M—7-58

15-1152

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Neil Creek Slide Date October 27, 1966

Highway Pacific Contract No. 6913

County Jackson Kind of Work Slide Correction Contractor M. C. Lininger & Sons, Inc.

Contract Amount $31,380.00

Expected over-runs and under-runs in contract items:	Quantity	Unit Price	Amount
Major items, itemized:			
1. Embankment Foundation Excavation	9,101.8	$0.70	$6,371.26
2. Extra for Selected Earth Embankment Material	8,485.2	0.70	5,939.64

Minor items, unitemized algebraic total -2,969.26

Subtotal $9,341.64

Approved work orders (Price, extra work and state force orders) $1,500.00

Expected over-runs and under-runs in work orders:	Amount
Major items, itemized:	

APPROVED BY STATE HIGHWAY COMMISSION DATE 11-22-66

Minor items, unitemized algebraic total -1,200.00

Subtotal $-1,200.00

Authorization for engineering $2,630.40

Expected over-run ~~or under-run~~ of engineering authorization $474.11

Costs not included above (explain) $0.00

Allowance for future contingencies (———% of work remaining) $0.00

Credits to come from transfers and deductions $-200.00

Present estimate of project cost $43,926.15

Brief Statement of principal causes of over-run:

Due to unforeseen circumstances, project required more Embankment Foundation Excavation than originally planned, causing Items 1 and 2 to overrun.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$36,990.00
Present estimate of project cost	$43,926.15
Expected over-run (Amount)	$6,936.15
Expected over-run (per cent)	18.8

Space to right of this line is for use of Salem office.

Submitted by: John Crumpton Resident Engineer

Confirmed by: John Crumpton Asst Division Engineer

Noted by: [signature] for Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

FORM 6-123

RECEIVED
SEP 6 - 1966
FOR FILING

GLENN D. JACKSON, CHAIRMAN
ROSEBURG
KENNETH N. STRADLEY, MEMBER
WASCO
DAVID B. SIMON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

15-11-0

6913

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. NOHDE
CHIEF COUNSEL

September 6, 1966

M. C. Lininger & Sons, Inc.
P. O. Box 1145
Medford, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6913 for slide correction for the Neil Creek Slide Section on the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

United Pacific Insurance Company
Portland Branch Office

RECEIVED
JUL 27 1966
FOR FILING
15-1150
6913

July 27, 1966

Oregon State Highway Commission

AGENDA
AUG 25 1966
3N

Gentlemen:

A fill slide has developed near Neil Creek on Interstate 5 in Jackson County. While the condition presents no immediate hazard, it is something that must be corrected before the winter season. I recommend a project costing an estimated $50,000 to repair this condition.

As this section of highway has been completed and accepted by the Bureau of Public Roads, it is not eligible for Interstate funds.

This matter was approved by Chairman Jackson on July 25 and will be on the agenda for the August 25 meeting for confirmation.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

RLP:ms fn

17-1115 Applegate River-Wilderville 1966
Sec., Redwood Hwy. (Grading
#6914 and paving.)

RECEIVED
AUG 23 1967
FOR FILING

17-1115
6914

August 24, 1967

St. Paul Fire & Marine Ins. Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $4,770.71 will be made to Groesbeck-Durbin, Inc., on Contract No. 6914 for grading and paving on the Applegate River-Wilderville Section of the Redwood Highway in Josephine County, as soon as the warrant is prepared.

The total amount paid on this contract will be $412,236.25, including the post-final payment. Of the total $2,106.65 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon

Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
AUG 4 1967

17-1115

6914

August 3, 1967

St. Paul Fire & Marine Ins. Co.
Pacific Department
400 Mills Building
San Francisco, California

Gentlemen:

Contract No. 6914 awarded to Groesbeck-Durbin, Inc., for grading and paving on the Applegate River-Wilderville Section of the Redwood Highway in Josephine County was completed on June 22, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $21,310.91 will be released to the contractor after August 10, 1967. The total contract amount is $407,465.54 including $2,106.65 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Groesbeck-Durbin, Inc.
P. O. Box 1396
Eugene, Oregon

Tromp & McKinley Agency
260 11th Avenue East
Eugene, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING

17-1115
6714

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 22, 1967, on Contract No. 6914. The contract was with Groesbeck-Durbin, Inc. and was for the grading and paving of the Applegate River-Wilderville Section of the Redwood Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

SRB:cp

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Applegate River-Wilderville		WEEK ENDING: July 8, 1967
		SECTION PREFIX: 17-1115
HIGHWAY: Redwood		COUNTY: Josephine
NAME OF JOB: Applegate River - Wilderville	KIND OF WORK: Grading & Paving	
CONTRACTOR: Groesbeck - Durbin, Inc.	CONTRACT NUMBER: 6914	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 8-24-66	DATE WORK STARTED: 8-29-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 330	CALENDAR DAYS USED 290
PROJECT AUTHORIZATION: $ 497,035.87	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 88
EXCLUSIVE OF ENGINEERING: $ 461,904.43	ENGINEERING AUTHORIZATION $ 35,131.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 413,500.65	ENGINEERING COST TO DATE $ 38,925.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 10 %	PERCENT OF AUTHORIZATION 111 %	DATE PROJECT WAS COMPLETED: June 22, 1967

Semi-Final Estimate Submitted 7-7-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100	100		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	1.80	1.80			1.80
MILES PARTIALLY COMPLETED					
MILES COMPLETED	1.80	1.80			1.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	261,000	74,600			19,500
TOTAL QUANTITIES CORRECTED TO DATE	248,779	73,031			19,311
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	248,779	73,031			19,311
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair - Warm			
MONDAY	" "			
TUESDAY	" "			
WEDNESDAY	" "			
THURSDAY	Fair			
FRIDAY	"			
SATURDAY	"			

Routing
E
B
W
Scott
Wills
Thornhill
Olson

RECEIVED
JUL 10 1967
CONSTRUCTION
DIVISION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office crew completed semi-final estimate this week and submitted same to the Division Office Friday July 7, 1967.

Final Report.

SIGNED A. L. Chapman LOCATION Grants Pass

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F214

RECEIVED
NOV 7 - 1966
FOR FILING

17-1115
6914

Bid Aug 13

August 24, 1966

Gresham-Durbin, Inc.
P.O. Box 1396
Eugene, Oregon

AGENDA
OCT 6 1966
3j

Gentlemen:

The State Highway Commission on August 23 accepted your proposal for grading and paving the Applegate River-Wilderville Section of the Redwood Highway in Josephine County for the sum of $430,543 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6914. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 6, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encls.
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis
L R Chandler
G E Roberts
Pac Bldr & Engineer. Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle & Portland

RECEIVED
AUG 24 1966

COMMISSIONERS
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, ENGLEWOOD

17-1115

6914

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing

Morgan
Fischer
Bond
Klaboe
Walker
Olson
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
AUG 23 1966
CONSTRUCTION
DIVISION

August 22, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

We have reviewed the following listed proposed highway projects transmitted to us from your office.

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County.

Gillespie Corners-Lorane Section, Territorial Highway, Lane County.

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County.

Applegate River-Wilderville Section, Redwood Highway, Josephine County.

Wright Bridge Section, Cascade Highway, Clackamas County.

We anticipate no conflicts with the fishery resources hence the projects are approved.

Sincerely,

Burton E. Carnegie

BURTON E. CARNEGIE
HYDRAULIC ENGINEER

cc: Oregon State Game Commission

8-23-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (5)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (6)
A. F. Parson (2)

fp

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AUG 1966

Commissioners
J. Paul Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

17-1115

6914

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 9, 1966

Routing
Morgan
Decker
Bond
Barbee
Walker
Olena
Swan

RECEIVED
AUG 10 1966
CONSTRUCTION
DIVISION

Mann
Scott
Smith
Gibson

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of July 27, 1966 which enclosed the plan title sheets for the following projects:

Smith Bridge Section, Elkton-Sutherlin Highway, Douglas County

Applegate River-Wilderville Section, Redwood Highway, Josephine County

Wright Bridge Section, Cascade Highway, Clackamas County

We do not anticipate any conflict with the fishery resource as a result of the above projects, so they are approved. We appreciate the opportunity to comment on the construction.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
8-10-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
L. R. Chandler (4)

fp

STATE ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

REVISED REVISED

Page 1 of 4 Pages

Section WILDERVILLE - APPLEGATE RIVER BRIDGE Highway REDWOOD (FAR 17) County JOSEPHINE Proj. 17-1[illegible]7

Res. Engr. _____ Approx. Length 1.5 Miles. Sta. 467± to Sta. 371± Date 7-21-66

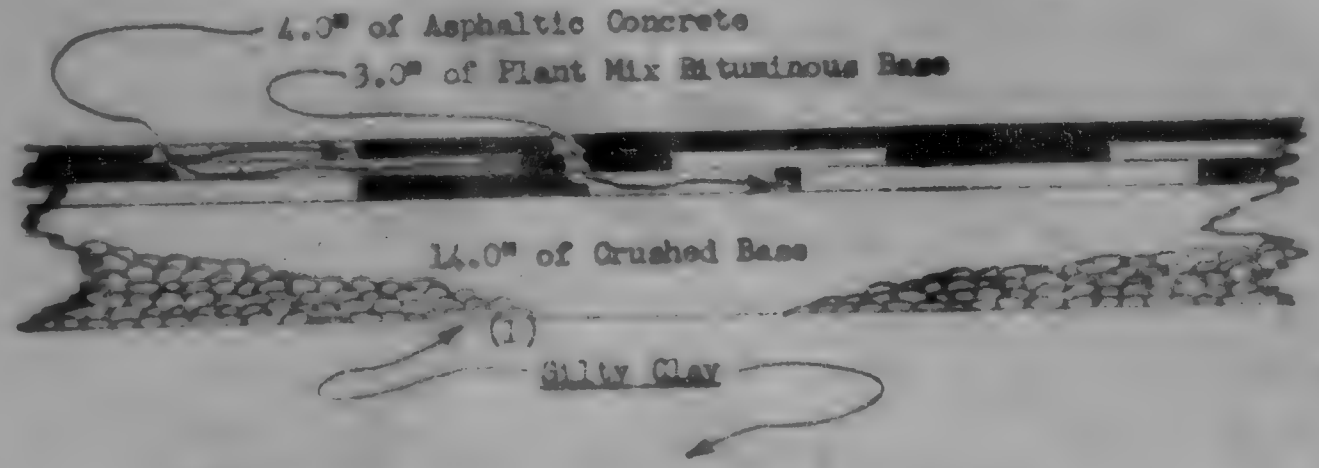
Truck A.D.T. 270 Traffic Coefficient 9.1 18 kip s.a. per day 189±.

Annual Precipitation 34" (Grants Pass) Frost Penetration - - - -.

(1)
Typical Soil
35 LL
12 PI
42 SP 10
81 %200
8 %Gravel
3 % Sand
6 % Sand
36 %Silt
47 %Clay
[illegible] "R" Value
([illegible])

AASHO CLASSIFICATION:
A-6 (9)

MATERIAL SOURCES:
To be determined by the Engineer.



CBR Total Req.	Actual	Account Thickness	
	8.0	4.0	A.C.
	5.5	3.0	P.M.R.B.
	14.0	14.0	Cr. Base
27.5	27.5	21.0	

Note:
Project Base Design revised due to change in method of calculating traffic.

RECEIVED
AUG 4 1966
FOR FILING

7-21-66

NOTED
F. R. KLABOE

cc:
[illegible]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
R[illegible] Engineer

Submitted by C. J. Young for Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] and Construction Engineer

Approved by [signature] Asst. State Highway Engineer

WILDERVILLE - APPLEGATE RIVER BRIDGE
REDWOOD HIGHWAY (FAR 17)
JOSEPHINE COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	"PMBB or 3/4"-0 Level	Crushed Base	"CBE" Requirement	Actual Thickness
90 - 240	3.5"	"3.0"	13.0"	25.5"	19.5"
30 - 90	3.5"	2.0"	13.5"	22.5"	19.0"
8 - 30	3.0"	2.0"	11.5"	19.5"	16.5"
1 - 8	2.0"	2.0"	10.5"	16.5"	14.5"
Cars Only	2.0"	2.0"	6.0"	12.0"	10.0"

Should substitutions be made use the "CBE Requirement Column" to obtain total thickness required and table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs) (and Supplementals)	=	0.8" Crushed Base

SECTION: WILDERVILLE-APPLEGATE RIVER BR.

HIGHWAY: REDWOOD HIGHWAY (FAR 17)

COUNTY: JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Volume Study For Year _____

A. Present ADT (1965) 3100 (Total)

B. Future ADT (1985) 5900 (Total)

C. Mean ADT 4500 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 12 (ADT Basis)(Logging)

G. Trucks (in one direction) $\frac{F}{E}$ = 6 x (C) 4500 = 270

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 270 x (H) 100 % = 270

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.4

SECTION: WILDERVILLE-APPLEGATE RIVER RD.

HIGHWAY: REDWOOD (FAR 17)

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a State Construction Project.
See Item 6.

24-111? Battle Creek Bridge on Pacific Hwy., . 1966

6915

RECEIVED
JUN 16 1967
FOR FILING

24-1119

6915

June 16, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6915 awarded to Hamilton Construction Company for construction of Battle Creek Bridge on the Pacific Highway East in Marion County was completed on April 28, 1967, and accepted by the Highway Commission on June 15, 1967.

Final payment in the amount of $2,575.37 will be released to the contractor after June 23, 1967. The total contract amount is $85,845.80 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Hamilton Construction Company
Box 1376
Eugene, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 16 1967
FOR FILING

24-1119

6915

June 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 28, 1967, on Contract No. 6915. The contract was with Hamilton Construction Company and was for the structure on the Battle Creek Bridge Section of the Pacific East Highway in Marion County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 15, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
R. D. Asburry

srb jw

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Battle Creek Bridge		WEEK ENDING: 4-14-67
		SECTION PREFIX: 24-1119
HIGHWAY: Pacific East		COUNTY: Marion
NAME OF JOB: Battle Creek Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Hamilton Construction Co.	CONTRACT NUMBER: 6915	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: August 23,1966	DATE WORK STARTED: January 30,1967	ESTIMATED COMPLETION DATE: April 20,1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN. 4 SUPERVISION 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS 240	WORK DAYS USED CALENDAR DAYS USED 225
PROJECT AUTHORIZATION $ 105,885.00	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 94
EXCLUSIVE OF ENGINEERING $ 98,335.40	ENGINEERING AUTHORIZATION $ 7,529.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 95.4
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 98,335.40	ENGINEERING COST TO DATE $ 5,166.13	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 95.4
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 55 %	DATE PROJECT WAS COMPLETED: 4-28-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY 1							
HOURS PER SHIFT 8							

EQUIPMENT USED DURING THE WEEK:

2 Cranes, 2 Welding Machines.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	2245A							
PERCENT	95.4%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Showers			Routing Morgan Decker Bond Barbee Walker Glenn Swan Peate Morelock Trout Scott Wills Litchfield Olson
MONDAY 10	Cloudy			
TUESDAY 11	Fair			
WEDNESDAY 12	Cloudy			
THURSDAY 13	Showers			
FRIDAY 14	Showers			
SATURDAY 8	Showers			

RECEIVED
APR 19 1967
CONSTRUCTION
DIVISION

GLN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 9	No activity
MONDAY 10	Set second stage (West Side) structural steel.
TUESDAY 11	Completed bolting up open rib sections. Erecting handrail.
WEDNESDAY 12	Tacking on backup strips.
THURSDAY 13	Tacking on backup strips and erecting end post forms.
FRIDAY 14	Tacking on backup strips and poured end posts.
SATURDAY 8	No activity

REMARKS

Job complete except for welding deck joints on open rip section, finishing concrete and setting paving dams.

Will start welding deck joints monday.

HIGHWAY DEPT.
BRIDGE DIVISION
APR 17 1967
A.M. P.M.
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED W. E. Beecroft LOCATION Salem

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

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JAN 16 1967
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

24-1119
6915

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1967

Battelle Memorial Institute
505 King Avenue
Columbus, Ohio 43201

Attention: Mr. F. F. Fondriest
Senior Research Engineer

Subject: Battle Creek Bridge
Br. No. 2245A
Orthotropic Deck Surfacings

Gentlemen:

At this time, I wish to thank you for your call at this office and for the material received in your letter of December 7, 1966, describing various types of surfacings for orthotropic decks and their conditions under traffic at the present time. This has been a great help to us in finalizing our surfacing program for the Battle Creek Bridge to be constructed in the Salem area.

For your information, our present thinking on the surfacing of the Battle Creek Bridge is as follows:

1. Upon completion of all erection, sandblast the deck plate to white metal.

2. Apply a prime protection coat to the steel of Guard-Kote 140 epoxy. The east half of the structure, which will have the 2" AC wearing surface, will have 1/2"- stone chips embedded in the epoxy prime coat as a mechanical anchor. The west half, which will have the thin mortar surfacing, will have Joplin grits embedded in the prime coat as a mechanical anchor for the epoxy mortar.

3. The west half will have approximately 1-3/4" of concrete to make an overall thickness of 2". The asphaltic concrete mixture will be a standard State of Oregon mix as specified by our Materials Engineer for application at the time of year that the work will be done.

NOTED
TOM EDWARDS

4. The west half will be subdivided on the center line of the structure and will receive approximately a 3/8" epoxy mortar surfacing.

5. The south half of the west half will be flexible mortar coating as described in your December 7th letter with Guardkote 140 as the binder in the mortar.

6. The north half of the west half will have Concressive 1066-3 as the primer and mortar binder.

7. The west half, which has the 1/2" mortar surface, will be basically the same for the full length of the bridge except for the primer and binder material in the mortar as mentioned.

It is anticipated that all surfacings will be placed during the month of March and possibly, the first part of April and all necessary precautions to warm and dry the steel for the prime coat application and the application of the succeeding surfaces will be taken.

Again, let me thank you for your work in this matter and upon future visits to Salem, I will be very happy to take you to the project for your personal inspection.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM:mh
cc: Mr. Tom Edwards
Mr. Norton Hughlett
Mr. Oscar A. White

Mr. Elmer Gunnette
American Institute for Steel Construction
1307 Dexter Horton Building
Seattle, Washington 98104
w/enc. of AISC folder

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Note to Elmer Gunnette:

Enclosed herewith, I am returning your AISC file copy of materials relating to orthotropic deck surfacing. My thanks for the use of this file.

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JAN 17 1967
FOR FILING

24-1119

6915

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1967

SUBJECT: Shop Steel Inspection

To: Lloyd P. Shaw
Ass't. State Highway Engineer
Office

REF: (1) Memo to Files Dated January 10, 1967 by Ivan D. Merchant

(2) Letter to Hamilton Const. Co. From N.W. Steel Fabricators Dated January 5, 1967

The content of both referenced communications indicates that the Fabricators complaint involves several contentions. The more pertinent of these are:

1. That the inspections are excessive and go beyond the requirements of the specifications.

2. That the results of inspection are in error. That is, some faults indicated by the Inspector do not exist.

3. That the Inspectors are not cooperative.

4. That the requirements imposed on North West Steel Fabricators do not apply to other Fabricators.

These are serious accusations and, because the inspection involved is organized under the Materials Division, this office has made a review of the specification requirements and the inspection procedure.

The specifications are definite in limiting the quality of steel used to specific ASTM types, the use of qualified welders, and the examination of welding by x-ray. Documentation of compliance to these specifications demands: 1. That the steel used be identified by heat number so that chemical composition and physical characteristics can be traced to the manufacturers quality control analysis. If the identification has been lost the steel must be retested, which was done at North West Steel at no cost or delay to the Fabricator. 2. That the welder be precertified. The welder mentioned in Ref. (2) was <u>not</u> certified for submerged arc. Further, 2 of 3 welds made by this welder showed flaws in the x-ray film. This required 100% x-ray examination of welds on the particular 6" by 7/16" side plate only, not 100% of all welds as inferred.

NOTED
LLOYD P. SHAW

3. That radiographic inspection be made at a specified frequency. The very nature of this inspection requires time and delay up to 24 hours which is beyond the control of the Inspector. The Radiographic Agency and the Fabricator have long since been authorized by the Inspector to not delay starting radiographic examination due to the Inspectors inability to be present at the specified time. Further, the report of x-ray examination is given by the Radiographic agency to the Fabricator as prearranged by those agencies. The report does not pass through the Inspector first and delivered at his convenience.

The complaint that inspections are in error apparently refers to Examination Report No. 9 from the Radiographic Agency on which sections B5 and C5 are indicated as being faulty. It was claimed by the Fabricator that the x-ray film showed no fault in either section even after being pointed out by the Inspector. The weld on section B5 was removed and the flaw was found during removal. It was then claimed the x-rayed flaw in C5 was a "Shadow" from B5 due to an overlap of the film. A re-x-ray of C5 established that the flaw was there as indicated in the first report.

A step by step review of the inspection process indicates the Inspectors do all in their power to assist the Fabricator in repairs needed and in limiting the required repair to only that needed. The instance mentioned in Ref. (1) wherein the Inspector is stated to have referred the decision to Salem concerned a structural problem and has no connection to x-ray inspection and repair of indicated flaws. This was one isolated situation and the Inspector rightfully declined to make the decision.

A review of inspection made of out-of-state fabrication reveals that a private inspection agency is conducting our inspection in Seattle. A portion of completed fabrication was examined by our Inspector in Portland and found to have 29 points marked for repair, 27 of which had been repaired. The two remaining did not appear to our Inspector to be of sufficient magnitude to condemn. This would illustrate thorough inspection on this particular section. Oregon State inspectors cover the fabrication done in Idaho. This inspection is done under the supervision of our Portland Inspector in charge.

Other out-of-state fabrication has been rejected on arrival by our Inspectors along with Bridge Dept. representatives. In some instances North West Steel Fabricators have made the necessary repairs for a price. In two instances our Portland Inspector made trips to Chicago and Texas to inform the fabricators and our employed inspection agencies of the type of work required by the State of Oregon.

Fabrications made for other agencies such as the Bureau of Public Roads and the Bureau of Land Management are inspected by our Portland Inspectors using the same procedures as for work done for the Oregon Highway Dept.

In all, no evidence was found which could in any way be used to document the accusations indicated in either reference (1) or (2).

The attempted intimidation is noted in Ref. (1). For the record, this office will welcome a thorough investigation of our inspection procedure by Mr. Straub or any other knowledgable person.

O. A. WHITE
Engineer of Materials & Research

OAW:go

cc: Ivan Merchant
Ed Rief

Edwards
Hulse
Morgan
} 1-16-67

Copy for Don Beecroft

NORTHWEST STEEL FABRICATORS INC
2000 EAST COLUMBIA WAY
VANCOUVER, WASHINGTON

January 5, 1967

Hamilton Construction Co.
P. O. Box 1376
Eugene, Oregon

ATTENTION: Mr. W. T. Peckham
REFERENCE: Battle Creek Bridge
OSHD #6915

Gentlemen:

We have a copy of letter dated January 3, 1967, written to Mr. Don Beecroft, Resident Engineer for the Oregon State Highway Department.

It now appears that delivery on the above referenced project cannot be made before February 15, 1967.

We anticipated certain production problems on this orthotropic design bridge but failed to allow for the extra critical inspection problems and other delays caused by suppliers and sub-contractors - - - to name a few:

1. Steel supplier sent certain A441 material to us one foot short of that ordered necessitating purchase of new steel from other sources - - - lost time one week.

2. Outside sub-contractor who was to bend the closed ribs was late on his delivery, and, when we received them, they could not be used and had to be re-straightened - - - lost time two weeks.

3. Steel supplier failed in some cases to stencil the heat number on material ordered, and we were notified to correct this immediately or the job would be rejected.

4. We were notified by the inspector that additional X-rays were necessary because of the orthotropic design bridge. We lost valuable schedule production time waiting for X-ray results. We had not figured on these extra X-rays at the time of bidding.

5. The extra critical inspection regarding welding is about to drive us insane. One man, who for the past two years had welded successfully for the State of Oregon, under X-ray inspection made one bad weld in a 6" x 7/16" stiffener plate. Examination of the X-ray showed that he missed the center line of the joint with his submerged rod electrode causing non-sufficient penetration. Because of this error, we were made to X-ray all the welds instead of only 50% of them. The most minute defect must be repaired. It is our honest belief that the inspectors are going overboard on this job.

6. Production problems relating to shrinkage because of the amount of welding has to be corrected by skip welding technique. We find no one to give us the solutions so we must find them ourselves.

7. The weather may be another factor against us when the five coats of paint are applied on this structure after fabrication is complete.

We admit we are late on this fabrication but assure you all is being done to complete this bridge in the fastest possible time. We are contemplating adding a swing shift as soon as welders are available and are qualified to weld on State of Oregon work.

The listed problems may seem trivial to a layman or one not familiar with structural fabrication, but, to us, it's monumental.

In view of the fact that this orthotropic design bridge is the first for the State of Oregon and for ourselves, the production problems involved and the added delays by sub-contractors, we pray that you be given an extension of time on completing this structure.

Very truly yours,

NORTHWEST STEEL FABRICATORS, INC.

A. J. Grbavac

AJG/ecc

RECEIVED
JAN 16 1967

FOR FILING SP°22800-724

24-1119

6715

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 10, 1967

To: MEMORANDUM TO FILES

SUBJECT: Shop Steel Inspection

On the afternoon of January 9, 1967, Harvey Dick (Senior) and Frank Luther of Northwest Steel Fabricators, were in the office complaining about shop steel inspection. They began their tirade by showing us two X-ray negatives which were made by the Conam Inspection Company, Inc., who had been hired by them to make the X-ray inspection on the B ttle Creek Bridge as required by the specifications.

An examination of the X-rays indicated a definite lack of penetration in the butt welds of the closed deck plate stiffeners. The specifications permit no lack of penetration; therefore, this particular weld was turned down by the inspector. The point was made by Mr. Dick that the inspectors had no authority and always insisted on calling Salem for an interpretation of anything outside of the specifications. In the particular instance mentioned above, they claimed the inspector said he would have to call Salem to find out if the above welds were satisfactory; however, no call to this office was ever made and Mr. Rief, who was in the meeting, denied that this was a fact. Mr. Rief indicated that regular procedures had been in effect and that the fabricator was given an inspection report indicating that the welding on this particular item of work was not satisfactory. Mr. Dick was very "put out" because our inspector did not tell him exactly what to do to repair the work; however, I do not believe this is the inspector's perogative. The specifications are very plain and a fabricating shop should have competent supervisory personnel to direct their work.

Mr. Dick and Mr. Luther left the office for a short time with the understanding that they would return in approximately an hour after we had had a chance to study the X-rays. Upon their return, Mr. Dick remarked that he had met Mr. Straub, the State Treasurer, a very good friend of his and in the course of the conversation, had indicated that he was in Salem on a matter of differences regarding shop steel inspection. Mr. Dick further indicated that Mr. Straub had told him that he

Lloyd
Davis

had had previous indications of trouble on the matter of inspection of fabricated steel in the State of Oregon.

Mr. Dick went to great pains to inform me that their company always added from one-half cent to a cent a pound to the price of fabricated steel when the inspection was to be done by the State Highway Department inspectors. He also indicated that if something was not done about this problem, that he would go to any length to get it corrected as, in his words, we were "driving business away from the State of Oregon to neighboring states." Mr. Dick further indicated that this was not a new problem but had been in effect since the beginning of fabrication of steel by Poole & McGonigle. I told Mr. Dick that the Highway Department expected steel fabrication to follow the quality laid down by the specifications - that we would accept nothing less and did not expect anything more than that quality. Mr. Dick indicated that they were going to fabricate the steel work for the Milwaukie Undercrossing for Schrader Construction Company and asked if I would come to his shop in case any questions as to the interpretation of the specifications arose on this project. This, I agreed to do, and assured him that upon receipt of a call from him, I would be in his shop as soon as possible.

Ivan D. Merchant
Bridge Engineer

IDM:mb
cc: Tom Edwards
Oscar White
Ed Rief
T. C. Roake

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SEP 7 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH MATHIESEN, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 6, 1966

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6915 for structure on the Battle Creek Bridge Section of the Pacific Highway East in Marion County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl
cc United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

United Pacific Insurance Company
Portland Branch Office

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JUN 14 1966
FOR FILING

Routing

Peace
Morelock
Troy
Whitsell
Litchfield
Glenn
Swan

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. CRAWFORD
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUN 9 1966
CONSTRUCTION
DIVISION

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 27, 1966

RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

Tualatin River Bridge Section, Beaverton-Tualatin Highway, Washington County.

Elk Creek Bridge Section, Drain-Yoncalla Highway, Douglas County.

Battle Creek Bridge Section, Pacific Highway East, Marion County.

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

fp

Very truly yours,

Enc.

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

6/9/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. W. Rulien (2)
R. D. Asburry (2)
L. R. Chandler (2)

SNR. 5-20-66

Dear Mr. Morgan:
We anticipate no fishery problems on the above named projects hence they are approved
no. 000

Robert Carnegie

S-128(5) Powder R. (McDougall Lane) 1966
Bridge over Powder R.
#6916

C4A 3079

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 94152

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-14-68	CC 1103		5 1-1060-597

6916

RECEIVED
FEB 15 1968
ENGINEER
COUNTY & CITY DIVISION

Baker County
Courthouse
Baker, Oregon 97814

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Hon. Lloyd Rea, County Judge			
Final Billing: Powder River (McDougall Lane) Bridge Section, FAS 906. dated 1-25-68.		Covered by agreement	
County advance deposit		12,800.00	
Less amount previously transferred		7,800.00	
			5,000.00
County's share of construction costs		11,151.51	
Less amount previously transferred		7,800.00	
			3,351.51
Amount Due County			1,648.49
Cash Received ...			
By ...			

NOTED
H. S. COX

NOTED
P. B. Mansmeier

NOTED
RICHARD UNREIN

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93675

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-4-68	CO 1095		501-1069-297

Baker County
Courthouse
Baker, Oregon 97814

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			12,800.00
Partial transfer of advance deposit for the Powder River (McDougall Lane) Bridge on FAS 506. Covered by agreement dated ~~1-7-66~~ 8/19/66			7,800.00
To be retained			5,000.00

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

ACKNOWLEDGMENT OF [illegible]

By _____

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
JAN 20 1967
FOR FILING

S-128(5)

1916

1337

January 19, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Inspection-in-Depth Report on
Commercial Portland Cement Concrete Batch Plant
Powder River (McDougall Lane) Bridge
FAS Route 506
Oregon Project S-128(5)

Dear Mr. Parsons:

We are pleased to find that construction practices and procedures connected with this project were in good order.

You recommend that Mr. Squires, our Plant Inspector, be given the benefit of the training sessions. Our Division personnel, statewide, who are in charge to a large degree of training inspection personnel along with their other duties, are now attending instructional classes in Salem. As a part of this instruction, the personnel will be given a half-day session in groups of three on sampling, testing and other details regarding portland cement concrete. This information and training will be passed on to inspectors in the divisions at their scheduled schooling sessions.

The report also mentions under the Batching Plant item that an exceptional amount of weighing was being done on the scales as each size material must be weighed separately at this particular plant. It was recommended that the scales be checked more frequently than they had been in the past. The date of the inspection was November 17, 1966. The scales had been previously checked on June 14, 1966.

It is agreed that if it is found that the scales are in constant use and have not been checked for some time, a check prior to the commencement of our project work would be in order. A copy of your report is being sent to the Resident Engineer and the Division Engineer calling their attention to these recommendations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
A. F. Parsen w/enc.
George Hopkins w/enc.

JHW:fp bg

Form 69-121
(11-65)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 11, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project S-128(5)
Powder River (McDougall Lane) Bridge
FAS Route 506

The Inspection-in-Depth Report concerning the commercial Portland cement concrete batch plant serving the above project is enclosed. This inspection was part of a Statewide inspection-in-depth.

Your comments would be appreciated.

Enclosure

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
JAN 1 1967
CONSTRUCTION
DIVISION

Pease
Marshall
Trout
Scott
Wills
Litchfield
Olson

craig to morgan
w/enc
copy - letter to Young
1-16-67

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY 23-66-KIH(21)62

FORM PR-33D (REV. 10-68) cc:OSHD (Klaboe)
Region(3)
File 439 Wash DC thru Region
L. Backlund

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate box) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Baker	F-129(5)

DATE OF INSPECTION	PHASE(S) INSPECTED
11-17-66	Commerical portland cement concrete plant

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols, Area Engineer	H. S. Coulter, Asst Div Engr, OSHD George Wills, Asst Locating Engr, OSHD George Hopkins, Res Engr, OSHD

REPORT PREPARED BY
R. A. Nichols, Area Engr

PROJECT INCLUDES

☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☒ MAJOR STRUCTURES ☐ OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
Rogers Construction Co. Portland, Oregon	$ 57,838
	PROJECT STATUS (% comp.)

LOCATION
Structure to be constructed will be over the Powder River on McDougall Lane, FAS 506, about 0.7 miles east of the 014 Oregon Trail Highway at the north city limits of Baker, Oregon.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

Part of a Statewide inspection-in-depth.

POWDER RIVER (McDOUGALL LANE) BRIDGE
FAS ROUTE 506

A. SCOPE OF INSPECTION

This inspection covered the inspection of the plant site, observation of the production of the portland cement concrete, inspecting the project records, and observing the project control of the portland cement concrete. The data taken during the inspection is on file in the Division office.

B. FINDINGS AND RECOMMENDATIONS

1. Personnel

The plant man is a graduate of OTI. He has had special instructions from the Resident Engineer on his duties as a plant man, but has not attended any of the special training sessions given by the State.

Recommendation: Mr. Squires, the plant inspector, appeared to be performing a good job, but it seems advisable that he be given the benefit of the special training schools.

(more)

EDITION OF (8-64) IS USABLE

2. Cement

The cement came from pretested bins at Lima, Oregon, and was also covered by manufacturer's certification. The cement was stored in a weatherproof silo. The cement in the silo is used both for the government and private work. The condition of the cement being used appeared to be very good.

Recommendations: None.

3. Aggregates

The aggregates at this plant are all produced in the spring. The owners of the plant notified the State when they intend to produce the aggregates, so that the State does have an inspector at the plant during the entire period the aggregates are being produced. The aggregates were placed in well separated stockpiles. The stockpiles containing aggregate sizes which complied with the State specifications were marked by size. This was done to reduce the possibility of the plant personnel getting aggregates from the wrong stockpiles for concrete destined to State projects.

There was no visible segregation in the stockpiles or in the bins at the batch plant.

Recommendations: None.

4. Batching Plant

The batching procedure at this plant was to introduce the cement and water into the mixing truck first, then each size aggregate was added separately. A primary reason for this was that the weighing hoppers were only large enough to handle one component at a time.

The scales were checked on June 14, 1966 by the Monroe Scale Service and by the Oregon State Bureau of Weights and Measures.

The scale dials were located so they were easily visible to the inspector.

Recommendations: Considering the amount of work that is normally done by commercial plant it is recommended that the scales be checked more frequently.

5. Mixing

After the components are introduced into the mixing truck they are mixed about five minutes and the rotating speed of the barrel is slowed down to an agitating speed.

(more)

The barrel of the truck was cleaned prior to the introduction of the concrete components. The blades in the barrel were slightly worn, but were still good enough to get proper mixing action.

The practice of placing the water and cement into the barrel first introduces a hazard of having lumps of cement in the concrete. However, the Resident Engineer said that they have not had any trouble with this problem. The writer did not observe any lumps in the concrete, as it was being discharged into the forms and compressive strength on the concrete cylinders from the concrete made at this plant have been well above the minimum requirements.

Recommendations: None.

6. Sampling and Testing

As mentioned previously, the required tests on the aggregates are made at the time the material is being produced in the spring. Thence the material is placed in stockpiles marked for State use, and no further testing of the aggregates is normally performed. Copies of the test reports were in the Resident Engineer's office.

Cement delivered to the project has come from State-tested bins and is also covered by a manufacturer's certificate, as previously noted. However, in addition to this, samples are taken as the concrete is being produced. It is normal to take six different samples per day, and combine them for a composite samples which is sent to the Central Laboratory for testing.

The air entrainment used is Darex, which does comply with the requirements of AASHO M154.

The concrete is checked for the air content and slump and cylinders made for compressive strength tests at the pour site. At least one series of tests is performed for each large pour. Tests are performed on the small pours in accordance with the judgment of the inspector. The frequency rate of checking was noted to be exceeding the minimum recommended by the materials laboratory.

The test reports on the concrete produced at this plant in the past indicate that the concrete was well within specification requirements.

The procedure used in testing for the slump, air content, and making the cylinders for the compressive strength conformed to the specified procedures of the State Highway Department. According to the tests run during this inspection the concrete being poured had a 3 1/2 inch slump and contained 5% air.

Recommendations: None.

(more)

7. General

The mix design being used was based on the average of the test results obtained when the materials were being produced last spring. According to the test results reviewed the gradations of the aggregates was fairly consistent so there was no need to revise the mix design, after it was established.

Recommendations: None.

RECEIVED
JAN 16 1967
FOR FILING
F-128(5)
6916

January 16, 1967

The Fidelity and Casualty Company
of New York
160 Pine Street
San Francisco 11, California

Gentlemen:

Contract No. 6916 awarded to Rogers Construction Company for construction of the Powder River (McDonald Lane) Bridge on FAS 506 in Baker County was completed on December 12, 1966, and accepted by the Highway Commission on January 13, 1967.

Final payment in the amount of $2,851.00 will be released to the contractor after January 23, 1967. The total contract amount is $58,025.90 including $143.72 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon

Pallett, Fisher & Carle, Inc.
1001 U.S. National Bank Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 13 1967
FOR FILING

S-128(5)
6916

January 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 12, 1966, on Contract No. 6916. The contract was with Rogers Construction Co. and was for construction of the Powder River (McDougall Lane) Bridge on FAS506 in Baker County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 13, 1967, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
A. F. Parson

bg

RECEIVED
JAN 10 1967

Form CD-121 (11-63) (Prev. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

S-128 (5)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6916

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 9, 1966

In reply refer to: 08-35-DA/439

SUBJECT: Inspection-in-Depth Control No. I-35-66-EID(215)48
Summary Report - Commercial Portland Cement Concrete Plants

6748 6773 6916 6947 6938

During this past year commercial plants furnishing concrete to projects U-318(10), F-135(7), S-128(5), SU-441(6) and I-5-4(54)197 were inspected.

You were furnished copies of each report requesting your comments concerning each.

The materials being produced at all the plants substantially met specification requirements; however, the following items were noted:

1. U-318(10) - It was possible that the practice of making one gradation check a month would not comply with the minimum frequency rate established by your department.

2. F-135(7) - Tests reports on the aggregates used were not in the project file. There was evidence the tests had been made and the reports were available at another project.

3. S-128(5), SU-441(6), I-5-4(54)197 - The scales had not been checked recently and the water meters had not been checked within the memory of the inspectors.

4. None of the plants had cement storage capacity to allow sampling of the cement 12 days before use.

You have indicated corrective action has been taken where needed.

NOTED
LLOYD P. SHAW

Shaw

REFERRED TO
Materials - Morgan - Young
Asst. Dist. Hwy. Engr.
1-12-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 10 1966
FOR FILING

October 7, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on September 26, 1966, on Contract No. 6916, Powder River (McDougall Lane) Bridge Section, in Baker County, in connection with Federal-Aid Project No. S-123(5).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VGier

STATE - COPY

n Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10-13		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 # 1-116	10-4-66	Baker
		PROJECT NO. S-128(5)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Powder River (McDougall Lane) Bridge on County FAS Route 506.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	7-6-66	0.014
OTHER (Specify)		

FUNDS

Pre Rate 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 62,722	$ 39,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabo

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. Parsons
(Division Engineer)

By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer OCT 4 1966

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE

USCOMM-DC 26854-P66

Oregon State Highway Department

Federal-Aid
Project No. S-128(5)

POWDER RIVER (McDOUGALL LANE) BRIDGE ON

COUNTY FAS ROUTE 506 IN BAKER COUNTY

Project agreement estimate.

Salem, Oregon, September 21, 1966

Type Code X081
Powder River Bridge (#9570) (Sta. 36+81.00 to Sta. 37+57.50) (Contract No. 6716)

Shoring, Cribbing, Etc.	All Required		$ 2,500.00
Structural Excavation	325 cu.yds.	6.00	1,950.00
Structural Excavation Below Elevation Shown	30 cu.yds.	6.00	180.00
Furnish 10 BP 42 Steel Piling	900 lin.ft.	6.00	5,400.00
Drive Steel Piles	36 only	75.00	2,700.00
Splice Steel Piles	9 only	30.00	270.00
Class "A" Concrete (173 cu.yds.)	All Required		13,000.00
4x75'-80' Prestressed Box Beams	9 only	3,000.00	27,000.00
Reinforcement (16,700 lbs.)	All Required		2,500.00
Metal Parapet Railing	190 lin.ft.	8.00	1,520.00
	Subtotal		$ 57,020.00
	10% Engr. & Cont.		5,702.00
	Total		$ 62,722.00

Length of structure - - - - - - - - - - -0.014 mile

Federal Funds	$ 39,800.00
State Funds	11,461.00
County Funds	11,461.00
	$ 62,722.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Salem, Oregon
September 9, 1966

Powder River (McDougall Lane) Bridge
FAS 506, Baker County

Mr. C. H. Maison
Controller
O F F I C E

Attention: John Herr

Herewith Baker County's check for $12,800 which represents the required amount of the advance deposit for the subject project. The contract is now clear for award.

Verne R. Jones, Planning Engineer
County and City Division

cc: L. H. Young
Ivan Merchant

NOTED
RICHARD UNREIN

NOTED
V. R. JONES

NOTED
DON HARWELL

RECEIVED
NOV 7 - 1966
FOR FILING
6716

Bid Dept. 1

September 9, 1966

Rogers Construction Company
11760 N. E. Glisan Street
Portland, Oregon

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for construction of the Powder River (McDougall Lane) Bridge on FAS 506 in Baker County for the sum of $57,020.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been fulfilled.

These conditions were satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6916. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The workday count on this contract will begin as defined in the contract under Section 8.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
Encls.
cc Pac. Bldr. & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle and Portland
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
A. F. Parson
Geo. Hopkins

LLOYD REA
COUNTY JUDGE

R. M. PHIPPS
GILL C. WRIGHT
COMMISSIONERS

BAKER COUNTY

BAKER • OREGON

, September 7, 1966

NOTED
H. S. COX

H. S. Cox
County & City Engineer
State Highway Department
Salem, Oregon

NOTED
P. B. Arensmeier

Attention: Harold Reynoldson
Engineering Assistant

Dear Mr. Cox:

Enclosed please find the advance deposit in the amount of $12,800.00, for the Powder River (McDougall Lane) Bridge section of FAS 506, as per agreement.

Sincerely,
Baker County Court

Lloyd Rea

Lloyd Rea
County Judge

bl

encl: #013301

NOTED
RICHARD UNREIN

Check was from City of Baker V.J.

RECEIVED
SEP 9 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R. JONES

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

Baker
FAS 506

September 2, 1966

Baker County Court
Courthouse
Baker, Oregon

NOTED
P. B. Assessmeier

Gentlemen:

On September 1, 1966, a satisfactory bid was received from Rogers Construction Company of Portland for constructing the Powder River (McDougall Lane) Bridge section of FAS 506. As per the agreement between the state and county, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$57,020.00
12½% Engineering and Contingencies	7,127.50
Estimated Total Cost	$64,147.50

County advance deposit:

20% of $64,147.50 = $12,829.50 or say $12,800.00

Please make this advance deposit in the amount of $12,800.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

HR:nr

NOTED
V. R. JONES

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
SEP 8 - 1966
FOR FILING
3-15R(E)
6916

August 23, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3079

Baker County Court
Courthouse
Baker, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Powder River Bridge Section of FAS 506 in Baker County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

Salem, Oregon
July 28, 1966

NOTED
H. S. COX

Powder River Bridge
McDougall Lane
FAS ~~507~~ 506
Baker County

Mr. L. H. Young
Office Engineer
O F F I C E

NOTED
P. B. Anemaker

Attention: R. N. Chase

This is to inform you of a change and the reasons therefore in the programmed amount for the above FAS-C project.

The original amount programmed in V. R. Jones' memo to Mr. Chase on May 27, 1966 was $47,000 ($28,200 Federal, $9,400 State, and $9,400 County). Since that time however, due to redesign, the estimate for the structure has been increased. It is therefore requested that the new programmed amount be $70,000 ($42,000 Federal, $14,000 State, and $14,000 County).

Due to the request of the County and the suggestion of our resident bridge engineer in Baker the following changes in design have been made.

1. Increase in length from 72 feet to 77 feet 8 inches.

2. Redesign structure on approximately 28° skew to fit channel.

3. Utilize pre-cast box beams on solid abuttments in place of steel beam with poured deck. It was felt that, due to the Viet Nam war, steel would be more difficult to obtain.

NOTE: travelled way of 32 feet will not change.

Please program the new amount of $70,000 to fit the present estimate for constructing the above structure.

NOTED
R. H. PRANGE

Robert H. Prange, Field Engineer
County and City Division

RHP:nr

NOTED
RICHARD UNREIN

NOTED
HAROLD REYNOLDSON

NOTED
DON HARWELL

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: July 18, 1966

In reply refer to: 08-35.EC/710.13

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Secondary Program
PR-48 Approved July 6, 1966

Please delete the paragraph on the subject PR-48 under "Exceptions and Remarks" below Mr. Dec's signature and substitute the following:

> You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above project in accordance with the provisions of your approved Secondary Road Plan except minimum design standards. If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for this project is lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

REFERRED TO
By Asst. State Hwy. Engr.
7-20-66

R. N. CHASE NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

MEMO TO FILES:

NOTED
H.S. COX

Powder River (McDougall) Bridge Section
FAS 506, Baker County & City of Baker
June 13, 1966

NOTED
R. B. Arensmeier

A meeting was held on June 7, 1966, at 10:30 a.m. in the Baker County Courthouse; attending were R. H. Prange, County and City Division Field Engineer; George Hopkins, Resident Bridge Engineer; Verne Jacobson, Baker City Manager; Durward Best, Baker County Roadmaster; and R. M. Phipps, Baker County Commissioner. As a result of this meeting and an inspection of the bridge site the following was agreed:

THINGS TO BE DONE BY CITY:

Contact the proper individuals to eliminate the existing irrigation ditch lying along the south side of McDougall Lane and easterly of the Powder River Bridge. The City will send us a letter to this effect.

Furnish concrete slab material at the bridge site for the contractor to place as rip rap around the west abutment.

THINGS TO BE DONE BY COUNTY:

Remove old bridge and abutments; also remove a portion of the south bank to provide a minor channel change. Because of the necessity for keeping the existing bridge open to traffic as long as possible this work will be done upon two weeks notice by the contractor.

Make the necessary arrangements with the power company to move one power pole temporarily along south right of way line to provide sufficient clearance for contractors pile driving operations.

NOTED
HAROLD REYNOLDSON

THINGS TO BE DONE BY GEORGE HOPKINS:

NOTED
RICHARD UNREIN

Request a change in the design of the new structure placing it approximately six feet south of and parallel to the existing right of way center line; place the end bents on a skew to provide a better alignment with the channel (a map showing these changes was given to L.L. Wallace on June 10.); also place rip rap around west abutment with material furnished by City.

NOTED
R. H. PRANGE

NOTED
VAUGHN JONES
DON HARWELL

Contact the Bridge Department in Salem concerning the change in design. (this was done by his telephone conversation with Ted Roake and Ted Thompson June 8).

Keep in contact with the County and the City concerning the things they are to do.

THINGS TO BE DONE BY ROBERT H. PRANGE:

Request that the structure be placed on the July 28 letting for construction this Fall.

Write memo and relay all information to proper individuals.

NOTED
R. H. PRANGE

Robert H. Prange, Field Engineer
County and City Division

RHP:nr
June 13, 1966

bc: L. L. Wallace
George Hopkins
Durward Best
Verne Jacobson
D. G. DeSart

RECEIVED
JUN 7 - 1966
FOR FILING
S-128(5)

June 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

We are submitting program data for one project, Item 955, Project No. S-128(5), North Powder (McDougall Lane) Bridge, which we desire to have included in the Federal-Aid Secondary Highway Program.

This project has been selected by the State Highway Commission and local authorities in cooperation with such other as required by the Federal-Aid Act.

This project qualifies as a safety improvement based on engineering judgement. The existing bridge with a hori ontal clearance of 15'8" constitutes a potential traffic ha ard which will be eliminated by the construction of the new bridge with a hori ontal clearance of 32'. The construction of the bridge is included in our inventory of hazardous locations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RNC:ed

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

	REPORT NUMBER	PROJECT LOCATION *(45 typewriter spaces)*		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	Co. Rd. 0.36 mi. E. of Jct. FAP 1 21 65	**ADT**	400	560 (66) (70)	86 (71)

	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)*	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH
CARD 3	One RCDG Bridge 28 62	(63) (65)	(66) (69)	(69)	(70)	(71)	(72) (73)	(74)

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	Baker
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 506

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT CO: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					**PE**		Co. Rd. 0.36 mi. E. of Jct. FAP 1, adjacent to N. City Limits of Baker. /North Powder (McDougall Lane) Bridge/			
5					**ROW**					
5					**CONST** (CODE) Safety			0.014	47,000	28,200
								0.014	47,000	28,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24)

This work
in our May, 1966

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		400	560	86	08	Oregon	35	022	955

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						S-	128(5)			

	COUNTY NAME	CODE	PROGRAM STAGE
	Baker	001	1 OR X 2

	ROUTE NO.	FEDERAL-AID	STATE	U.S.
	S	506	Co. Rd.	

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
E. of ent of						Construct one 72' RCDG Bridge H.C. 32'
						ROW-60' min.; Access Control-None; Parking Restrictions- None.
	0.014	47,000	28,200	9,400	9,400(Co.)	
ECT ALS	0.014	47,000	28,200	9,400	9,400(Co.)	

REMARKS

Relocation Assistance- None involved.

This work qualifies as a safety improvement and is included in our May, 1966 inventory of hazardous locations.

USCOMM DUSCOMM-DC 48908-P61

NORTH POWDER (McDOUGALL LANE) BRIDGE

Project S-128(5)

EXISTING FACILITIES: Steel pony truss bridge 70 feet long and 15 feet 8 inches wide. Bridge is too narrow and has only an H.-8 rating.

ADJACENT SECTIONS:
EAST END: Gravel 32 feet wide.
WEST END: Gravel 26 feet wide.

PROJECT DATA: Construct an R.C.D.G. Bridge 72 feet long with a clear width of 32 feet. To be constructed on same site and alignment of existing structure.

RIGHT-OF-WAY: 60 foot minimum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: none

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Flat irrigated farmland, some commercial establishments, and serves a suburban residential area. Connects to two state highways, commercial,residential, school bus, and mail route traffic.

NOTED
R. H. PRANGE

Safety Project

MEMO TO R. N. CHASE Date May 27, 1966

FAS 506, Baker COUNTY: Powder River (McDougall Lane) Bridge SECTION

TERMINI: Bridge over Powder River, North and adjacent to City of Baker

PROPOSED WORK: Construct R.C.D.G. Bridge

NOTED
H. S. COX

NOTED
P. B. Arensmeier

PROJECT LENGTH: 0.014 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$47,000	$28,200	$9,400	$9,400	

EXISTING FACILITIES: Steel pony truss bridge 70 feet long and 15 feet 8 inches wide. Bridge is too narrow and has only an H.-8 rating.

ADJACENT SECTIONS:
~~NORTH~~/EAST END: Gravel 32 feet wide

NOTED
RICHARD UNREIN

~~SOUTH~~/WEST END: Gravel 26 feet wide

PROJECT DATA: ~~Contract~~ Construct an R.C.D.G. Bridge 72 feet long with a clear width of 32 feet. To be constructed on same site and alignment of existing structure.

RIGHT-OF-WAY: 60 foot minimum
ACCESS CONTROL: none

RR XING: none
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION: None required
PUBLIC HEARING: none

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: Flat irrigated farmland, some commercial establishments, and serves a suburban residential area. Connects to two state highway, Commercial residential, school bus, and mail route traffic.

NOTED
DON HARRELL

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing
Morgan
Docker
Bond
Barbee
Glenn
Swan

Please
Morelock
Trout
Scott
Willis
Litchfield
Olson

RECEIVED
FEB 25 1966
CONSTRUCTION DIVISION

February 24, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 7, 1966 which enclosed prospectuses for location surveys on the following projects:

1. 16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County.
2. Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County.
3. Powder River Bridge Section, McDougall Lane, FAS 506, Baker County.
4. Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County.

The Coquille-Fairview Road crossing of Cunningham Creek must have a bridge, or a culvert which will satisfactorily pass anadromous fish. The channel change should be constructed to maintain suitable gradient for passage.

On the Neil Creek Bridge Section, we do not anticipate any problems other than with possible excessive siltation from the channel change. The channel should be completed before water is turned into the new channel.

Our only comment on Powder River Bridge Section, FAS 506, is that siltation should be kept to a minimum.

Willow Creek and the Grande Ronde River have steelhead and salmon spawning runs which are present early in the year. Construction which would cause siltation should not begin before June 15.

We appreciate the opportunity to offer our recommendations for fish-life protection on these projects.

-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

ROK/dm
cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
FEB 25 1966
FOR FILING
6916

COMMISSIONERS:
HERMAN P. NIELSEN-JURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 18, 1966

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following prospectuses transmitted by your letter dated January 7, 1966 have been examined:

16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County
Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County
Powder River Bridge Section, McDougall Lane, FAS 506, Baker County
Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County

Cunningham Creek in Coquille has substantial runs of salmon. Fish passage must be maintained. We would appreciate reviewing the advance plans prior to contract time. The channel change may require boulder placement because of grade or length.

On the FAS 277, we concur with the comments of the Oregon State Game Commission in anticipating no conflict.

We also anticipate no fishery problems regarding FAS 506 and 919, Addendum "A".

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission
2-24-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Peaks
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

LLOYD REA
COUNTY JUDGE

R. M. PHIPPS
GILL C. WRIGHT

BAKER COUNTY

BAKER • OREGON

JANUARY 28, 1966

FAS 506

NOTED RICHARD UNREIN

NOTED H. S. COX

NOTED R. H. PRANGE

NOTED P. B. Arensmeier

NOTED C. HARWELL

MR. SI COX- COUNTY RELATIONS ENG.
OREGON STATE HIGHWAY DEPT.
SALEM, OREGON

ATTENTION: MR. VERNE JONES.

DEAR VERNE;

IN REPLY TO YOUR LETTER ABOUT THE HIGHWATER MARK ON THE FOLLOWING BRIDGES. MC DOUGALL LANE BRIDGE IS 34.121 FT AND THE HAINES POWDER RIVER BRIDGE IS 49.6 FT.

JIM HANLEY PROMISES TO FINISH PREPARING THE GOODMAN LANE BRIDGE OVER PINE CREEK SOON.

X-Ref to Co Rds

VERY TRULY YOURS,
BAKER COUNTY ROAD DEPT
DURWARD L. BEST, ROADMASTER

P.S. VERN JACOBSON, CITY ENGINEER INFORMS ME THE IRRIGATION DAM JUST A FEW FEET NORTH OF THE MC DOUGALL BRIDGE IS 2.8 FT ABOVE THE NORMAN CHANNEL, THEREFORE CAUSING THE HIGHWATER MARK TO BE ABOVE WHAT WOULD BE NORMALLY HIGHWATER WITHOUT THE DAM.

FAS 506

Copy to Merchant
2-1-66 V.J.

DLB/cc

RECEIVED
FEB - 1 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
V. R

RECEIVED
JAN 11 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
P. B. Arensmeier
1-6-66

FAS-C
#506
(Jan 66-apry)

Prefix No. 501-1413

NOTED
H. S. COX

LOCATION PROSPECTUS
POWDER RIVER BRIDGE SECTION
McDOUGALL LANE, FAS 506
BAKER COUNTY

HIGHWAY: McDougall Lane, Federal-aid Secondary No. 506.

TERMINI: Structure site is on McDougall Lane, FAS 506, at the crossing of the Powder River which point is 0.71 mile east of M.P. 335.7 on the Old Oregon Trail Highway.

NOTED
DON HARWELL

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for a structure. All field survey information will be furnished by the County and they will construct the approaches. The State will make foundation tests, design and construct the structure. No additional right of way will be needed. The road can be closed during construction. This is an FAS-C project using 1966 funds.

CHARACTERISTICS: Existing ADT 300; projected ADT 420.

TYPICAL SECTION: Two 12-foot travel ways with 4-foot shoulders.

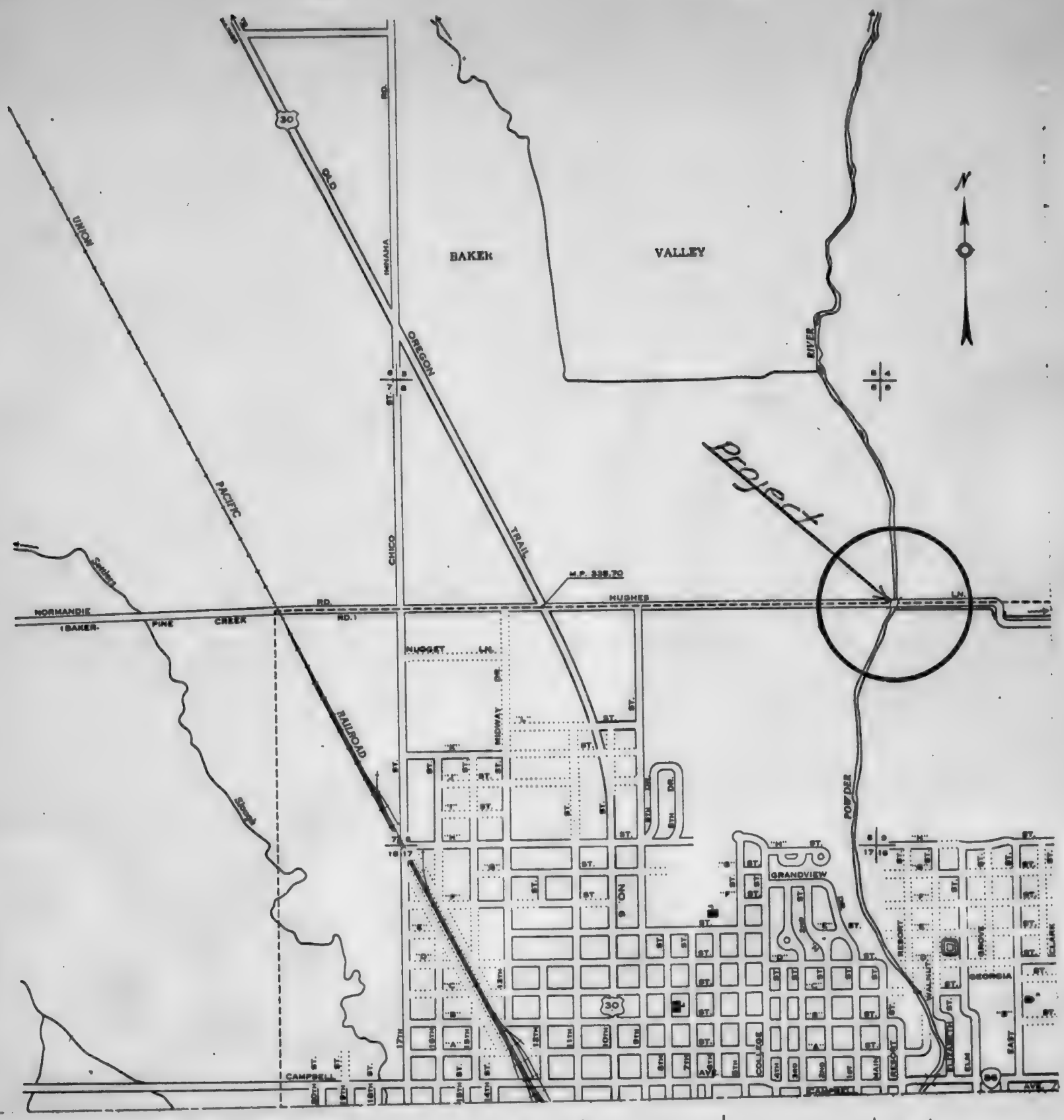
BRIDGE: The County requests a structure with a 32-foot horizontal width.

AGREEMENTS: An FAS-C agreement with Baker County will be needed.

Public Hearing → Should be offered

January 6, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

NOTED
V. R JONES



Prospectus Map

Powder River Bridge Section

FAS 506

Baker County

1965

12-16-65

BAKER COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 506, McDougall Lane: Powder River Bridge, $40,000.

The new structure will be 32 feet wide and will replace an understrength steel pony truss which is 15'8" wide. The City of Baker has provided a vicinity map of the site. The road will be closed during construction and the County will grade and surface the approaches and remove the old bridge. The County requests that this bridge be scheduled for letting on the same date as the bridge on a county road near Haines.

66-a
12/16/65

WAY COMMISSION
PROVED ON
JAN 25 1966

106-1611 N. Bend (Newmark at Broadway) 1966
#6917 Traffic Signals. Cape Arago Hwy.

RECEIVED
AUG 3 1967
FOR FILING

106-1611

6917

August 3, 1967

St. Paul Fire & Marine Ins. Co.
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6917 awarded to Sims Electric, Inc., for traffic signal installation at Broadway and Newmark Streets in the City of North Bend in Coos County was completed on June 5, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $1,017.50 will be released to the contractor after August 10, 1967. The total contract amount is $19,040.81 including $95.81 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & Debernardi Ins. Agency
830 SE Rose
Roseburg, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING

026-1611
6917

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 5, 1967, on Contract No. 6917. The contract was with Sims Electric, Inc., and was for a traffic signal installation at the intersection of Broadway and Newmark Streets in the city of North Bend in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
C. H. Maison
L. H. Young
L. R. Chandler

SRB:cp

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Broadway & Denmark Sts. (North Bend)	WEEK ENDING: May 6, 1967
		SECTION PREFIX: 104-1611
	HIGHWAY: City Street	COUNTY: Coos
NAME OF JOB: Broadway & Denmark Sts.(North Bend)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Zinn Electric, Inc.	CONTRACT NUMBER: 6917	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 9, 1966	DATE WORK STARTED: October 20, 1966	ESTIMATED COMPLETION DATE: June 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 160	CALENDAR DAYS USED 129
PROJECT AUTHORIZATION: $ 21,206.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 80.6%
EXCLUSIVE OF ENGINEERING: $ 19,498.25	ENGINEERING AUTHORIZATION $ 1,708.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 72%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,498.25	ENGINEERING COST TO DATE $ 710.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 60%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 60 %	DATE PROJECT WAS COMPLETED: 6-5-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Traffic Signals							
PERCENT	72%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	30	Cloudy			
MONDAY	1	Fair			
TUESDAY	2	Fair			
WEDNESDAY	3	Cloudy			
THURSDAY	4	Cloudy			
FRIDAY	5	Cloudy			DEN GIFFORD
SATURDAY	6				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 30	No activity.
MONDAY 1	No activity entire week.
TUESDAY 2	
WEDNESDAY 3	
THURSDAY 4	
FRIDAY 5	
SATURDAY 6	

REMARKS

Nothing changed since last week. Lights continue to flash red emitting controller appears. May 14.

SIGNED Eugene E. Ash LOCATION Coupeville

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
SEP 29 1966
FOR FILING

106-1611
6917

September 29, 1966

1061

Mr. John F. Isadore
City Administrator
City of North Bend
City Hall
North Bend, Oregon 97459

Dear Mr. Isadore:

This will acknowledge your letter of September 15 concerning the installation of traffic signals at the intersection of Broadway and Newmark Streets.

The $10,600 to be deposited by the City of North Bend is one-half the bid price plus one-half of the anticipated cost for engineering and contingencies. For preliminary purposes, we estimate the engineering and contingencies to be 12½ percent of the contractor's bid. In the final billing only the actual cost for these items is charged.

In regard to the City sharing in the cost of the treatment of the intersection of US101 and Newmark, we have no knowledge of any costs to the City other than for the construction west of the westerly curbline as outlined in Item 1, and one-half of the cost of the flashing beacon as outlined in Item 2 of our August 5, 1965, letter.

It is hoped that the above explanation will clear up these matters.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
L. R. Chandler (Enc.)
H. S. Cox

VPJ:ji srb

Attachment

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

1117

SEP 19 66

September 15, 1966

RECEIVED

SEP 22 1966

TRAFFIC ENGINEERING

Mr. Forrest Cooper, State Highway Engineer
State of Oregon, State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

I have received the tabulation of bids received September 1 concerning the intersection of Newmark and Broadway.

The City of North Bend previously mailed a check in the amount of $7,500.00 as one-half of the estimated fifteen thousand dollar project. I note that this award required $10,600.00 to be deposited by the City of North Bend is more than 50% of $18,850.00. I would appreciate clarification of this item.

I, also, refer to your letter of August 5, 1965 signed by Tom Edwards which, in Paragraph Three states, "The State will make the necessary revisions in all channelization on US101 as shown on the attached plans. Traffic movement at Broadway and Newmark would be as shown on the sketch. The cost of the island revisions on US101 will be paid by the State". In Paragraph Four, "The State will install, at no cost to the City, the necessary destination and control signing, as well as necessary delineators at each highway intersection".

Contrary to the letter referred to above, the City of North Bend shared in the cost of the US101 treatment in the amount of $1,196.33. If the City contributes the $10,600.00 as specified, the cost of signalization to the City of North Bend would be $11,796.00. I feel that the $1,196.33 should be credited to the City of North Bend's share.

I would appreciate your review of this matter and advise me of your feelings at your earliest convenience.

Very truly yours,

John F. Isadore

John F. Isadore
City Administrator

JFI:d

RECEIVED
SEP 1
OREG
STATE HIGHWAY

BEAUTY SPOT OF THE OREGON COAST

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 5, 1965

Mr. John F. Isadore
City Manager
City Hall
North Bend, Oregon

Dear Mr. Isadore:

During a recent meeting with representatives of the Highway Department, proposed traffic control plans at the connections of the new line of Newmark Avenue on US101 and the Cape Arago Secondary were shown to you.

Based on the assumption that the geometric design of the channelization was satisfactory, it is suggested that the work be performed and the cost of the work be shared on the following basis:

1. The City of North Bend will be responsible for all construction work on Newmark Avenue west of the westerly curb line of US101. The cost of this work would be the sole responsibility of the City and would include the necessary curbing and paving as shown on the attached plans. It would also include, as discussed with you, proper drainage inlets that should be placed at appropriate locations on Newmark Avenue near the end of the radii in order to provide entrance for the high velocity water drainage going down off of the Newmark Avenue approach. These inlets should be as discussed and as shown on the attached detail sheets.

2. Traffic control, in the form of (a) flashing beacon at the east end and (b) a three-phase traffic signal at the west end of Newmark Avenue, would be installed on a cooperative basis with the City and the State sharing equally in a total estimated cost of $15,000. The City would be responsible for future power and maintenance costs on each of these signals.

NOTED
TRAFFIC CONTROL

NOTED
L. E. GEORGE

NOTED
R. GRAHAM

STANDARD

3. The State will make the necessary revisions in all channelization on US101 as shown on the attached plans. Traffic movement at Broadway and Newmark would be as shown on the sketch. The cost of the island revisions on US101 will be paid by the State.

4. The State will install, at no cost to the City, the necessary destination and control signing, as well as necessary delineators at each highway intersection.

As may be seen from the outline of work listed above, the total estimated cost to the City of North Bend for traffic signals is $7,500. If the above listed arrangements are satisfactory to the City and if you will so advise me, we will transmit the necessary agreements immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED TOM EDWARDS

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
F. B. Crandall
L. R. Chandler (attachments)

LEG:aa jwa

RECEIVED
AUG 6 1965
TRAFFIC ENGINEERING

RECEIVED
NOV 7 - 1966
FOR FILING
106-1611
6917

1

Bid Sept 1

September 9, 1966

Sims Electric, Inc.
741 S.E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for traffic signal installation at Broadway and Newmark Streets in North Bend, Coos County for the sum of $18,[illegible]30 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6917. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 21, 1966.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

Enclosures (3)

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
Eugene Ash
L. R. Chandler

RECEIVED
AUG 12 1966
FOR FILING

106-1611

6917

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

August 8, 1966

3928
AUG 10 66

1612

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Enclosed please find a check in the amount $7,500.00 which represents the City of North Bend's share in the signalization of the Newmark - Broadway intersection. This is being remitted in response to the letter of August 4, 1966.

I trust this payment will allow you to proceed with this project. If I can be of further service, please feel free to contact me.

Yours very truly,

John F. Isadore

John F. Isadore
City Administrator

JFI:cdt

Enclosure 1

CERTIFIED

cc: City Recorder

8-9-66
Check no. 2292
To Sec. office
for forwarding To
Acctg. from N.

Copy
8-11-66

NOTED
JOM EDWARDS

RECEIVED
AUG 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BEAUTY SPOT OF THE OREGON COAST

RECEIVED
AUG 5 - 1966
FOR FILING
106-1611
6717

August 4, 1966

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

Dear Mr. Isadore:

In September, 1965 an agreement was executed between the State Highway Commission and the City of North Bend covering the installation of fully actuated traffic signals at the intersection of Broadway and Newmark Streets and a flashing beacon at the intersection of Railroad Avenue and Newmark Street.

Under the terms of this agreement, the City was to submit its check for one-half the estimated cost of the project. This one-half cost was $7,500. We have no record of having received the City's check.

We are now ready to call for bids on the traffic signal installation at the Broadway and Newmark intersection. It is desirable that you submit the City's check at the earliest practicable date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji ja

RECEIVED
JUL 11 1966
FORM E-30 50M 10-65 LP*23401.734

Const
Proj
Maint - Traf

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 7, 1966

SUBJECT:

To: Mr. F. B. Crandall
Traffic Engineer
S A L E M

Attention Mr. Val Johnson

I am transmitting a set of prints which are the contract drawings on the improvement of the Newmark-Broadway intersection on the Cape Arago Highway. These drawings are sent to you for the purpose of designing a signing plan, a striping plan, and signalization.

The intersection of Broadway and Newmark still does not allow for the eventual 4 laning of the north-south facility. It is my belief that Broadway northerly of Newmark should provide at least 3 lanes - two northbound and one southbound. Provision for this widening should be on the easterly side of that which is designed. 4 lanes of pavement probably will be needed eventually south of Newmark and the geometry should be laid out so that the two lanes northbound line up on both sides of the intersection. I have discussed this problem this morning with Mr. Goebel and he said he has made provisions for obtaining right of way on the westerly side of Broadway in the southwest quadrant of this intersection. I believe the signalization should be designed with this in mind.

If any further information is needed for the design of the signals, contact me as soon as possible as the city engineer is proceeding with this work.

for J. B. BOYD
Assistant Division Engineer

NOTED
TOM EDWARDS

RECEIVED
JUL 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

JBB/cw
Enc.
cc F. B. Klaboe
Tom Edwards ✓
F. D. Morgan
Glen Clark
George Baker

RECEIVED
JUN 15 1966
FOR FILING

Const
Projects
Music
N. Bend

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 14, 1966

SUBJECT: Traffic Pattern Changes
Broadway and Newmark
North Bend

To: Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

L

Monday afternoon, June 13, just before 5:00 P.M., Mr. Dick Schmidt of the Mid-State Realty Company here in Salem, and who is also President of the Pony Village Investment Company of North Bend, came into the office.

He stated that he and the other members of the Investment Company were concerned about the proposed traffic pattern changes at the above intersection. He said that the traffic volume in front of the Pony Village had already dropped 4,000 vehicles per day as a result of the opening of Newmark Street. He felt that the proposed change in traffic pattern at the intersection would result in further traffic drop and resultant loss ~~to~~ businesses to Pony Village establishments. He asked whether he should go to the State Highway Department or the City to ask for a postponement of the change until they had had an opportunity to study it. Not knowing the answer, I told him that I did not know but that I would get the answer and inform him.

This morning I discussed this with Mr. George and he said that I should tell Mr. Schmidt that the best thing for him to do would be to get in touch with you. I called Mr. Schmidt later and gave him this information. He very probably will be getting in touch with you sometime Wednesday.

Val Johnson
Traffic Control Engineer

VPJ:ji

NOTED
TOM EDWARDS

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MAY 5 - 1966
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106-1611

6917

To:

4612

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 26, 1966

SUBJECT: Traffic Control
Broadway & Newmark
North Bend

TE 4612

Drawing # 2028

MEMO TO FILE

The matter of traffic control at Broadway and Newmark has been discussed with Mr. Edwards.

He has stated that an access road into the highway west of the intersection should be made, as far as possible, from both the intersection proper and more particularly the end of the jiggle-bar island.

If and when the Albertson people make a proposal to the Department, this will be kept in mind.

ORIGINAL SIGNED BY L. E. GEORGE

L. E. George
Assistant Traffic Engineer

LEG:aa

cc: Tom Edwards (Att.)
L. R. Chandler

NOTED
TOM EDWARDS

FORM E-20 50M 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coos Bay, Oregon
April 22, 1966

SUBJECT: Newmark Intersection
Cape Arago Highway

To: MEMO TO THE FILES

A meeting was held in the office of L. E. George, with the following persons present:

L. E. George, Assistant Traffic Engineer
J. B. Boyd, Assistant Division Engineer
Jack Isadore, City Manager, North Bend
Ray Goebel, City Engineer, North Bend
John McCuen, Engineer Albertsons Inc.

Mr. Isadore said it was their hope that they could proceed with the improvement of the channelization as is contained in agreements in force at the present time which were signed last fall.

He began by saying that they had provided the necessary fills on the south side of Newmark and would proceed with the paving and street work. He also asked when the State would do their widening on the north side of the Cape Arago Highway. Mr. George pointed out the last paragraph of Mr. Edward's September 1, 1965, letter indicating all street work was the City's. Mr. Isadore acknowledge this was true.

Mr. Casey wished assistance with base design and I told him I thought this in order and would contact him shortly on this.

John McCuen of Albertson's then brought up the main problem. They envision great difficulty utilizing the site if left turns are not allowed from the site to Newmark. We again emphasized the danger in allowing this movement and our first responsibility to safety. He alluded to ceasing work on the improvement if no concession was granted. We stood firm voicing the opinion that probably 75% of the traffic would be directional through the signal and would not be harmed and the other 25% would appreciate entering Newmark on a light. The only concession was that if they constructed a frontal road to the west that we would allow a left turn west of the tip of the island present designed

NOTED
L. E. GEORGE

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APR 22 1966
TRAFFIC ENGINEERING

820'± west of their east property line. I believe this will be impossible due to construction economies on their part.

Mr. George then discussed programming and that as soon as the City's contract was let we could proceed with the signal contract. The time required for strategic materials was pointed out by Mr. George which would be possibly six months. Some time might be saved by loaning equipment from State stockpiles.

The meeting closed with the North Bend representatives returning to North Bend to study the frontage road problem.

Jay B. Boyd
ASS'T. DIVISION ENGINEER

JBB:lf

cc: F. B. Crandall
F. D. Morgan
Glen L. Clark
George C. Baker

FORM E-20X—80M—12-63 84677

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 18, 1966

SUBJECT: Traffic Control
Newmark & Broadway
North Bend

To:

MEMO TO FILE

On this date, Mr. Isadore, City Manager of North Bend, Mr. Ray Goebel, City Engineer of North Bend, and a representative from the Albertson Company in Boise were in my office to discuss the matter of traffic control at Newmark and Broadway in North Bend.

A plan of control for this intersection and an agreement with the City are in our files. At such time as the City has completed the widening, which will be in about two months, we will proceed with the traffic signal installation that is a portion of the overall control proposed for this section.

The Albertson representative was most anxious for the Highway Department to revise the plan such that left turns can be made from their parking lot to the west. This would permit left turning traffic to cut across three moving lanes and enter into a merging area. Both the City and Albertson were told that the Highway Department would not sanction such a plan. I did tell the group that if some form of access could be worked out that would permit entrance into the highway at the westerly end of the channelized section, we would have no objections to either right or left turning traffic at this point.

They will report to this office at a later date if it is their desire to carry through with this proposal. The approximate access point proposed is shown on the attached plan.

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APR 21 1966
TRAFFIC ENGINEERING

L. E. George
Assistant Traffic Engineer

LEG:aa
cc: Tom Edwards
Bruce Boyd

P. S. Photographs of the intersection were left and will be made part of the file on this matter.

LEG

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NOV 1 - 1965
FOR FILING

Coast
Projects
Muni - N. Bend

MISC. CONTRACTS and
AGREEMENTS No. 2716

Agenda Item
4M-3
9-28-65

October 1, 1965

Helen C. Bennett
City Recorder
City of North Bend
North Bend, Oregon

Dear Madam:

We are enclosing for your records a fully executed copy of an agreement for installation of a traffic signal at intersection of Broadway Street and Newmark Street and a flashing beacon at intersection of Railroad Avenue and Newmark Street.

A fully executed copy of this agreement has been retained in this office for the Commission's files.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enc.

cc: F. B. Crandall
(Conformed Copy)

RECEIVED
SEP 23 1965
OFFICE OF THE ADMINISTRATOR

CITY OF NORTH BEND

NORTH BEND, OREGON

September 22, 1965

FOR FILING
Cov. ltr
Orig
Memo -
N Bend

Mr. Tom Edwards, Assistant
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

I refer to your letter of September 7, 1965 in regard to parking restrictions relative to Newmark Street.

Please find enclosed a copy of Resolution 1057, and a certified copy of the Council minutes of August 24, 1965 and September 14, 1965, which by motion, were approved by the City Council. The Traffic Committee reports refer to the parking restrictions.

Should you need further information, please feel free to contact me.

Very truly yours,

John F. Isadore
By ard

John F. Isadore
City Administrator

JFI:d

Enclosures (3)

Copy to Crandall
9-23-65

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JOHN EDWARDS

RECEIVED
SEP 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RESOLUTION NO. 1057

WHEREAS the City of North Bend is extending Newmark Street to provide a flow of traffic between State Secondary Highway, No. 240 and the Oregon Coast Highway which is State Primary Highway, No. 9; and whereas it is necessary to provide signals at the intersections of the newly constructed portions of Newmark and said Highways; and whereas the State Highway Commission has agreed to enter into a contract to install such signals and to pay one-half of the cost thereof; now, therefore,

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND AS FOLLOWS:

That the Mayor and Recorder are hereby authorized and directed to execute on behalf of the City of North Bend a contract with the State of Oregon, acting by and through its State Highway Commission, providing for the construction of three-phase, fully actuated traffic signals at Broadway and Newmark Streets and a flashing beacon at Railroad Avenue and Newmark Street within the City of North Bend, and also providing for the State of Oregon and the City of North Bend to each pay one-half of the cost of the installation of such signals.

Passed and adopted by the Council of the City of North Bend this 24th day of August, 1965.

Robert A Lemei
Mayor

ATTEST:

Recorder

Minutes of the regular meeting of the Council of the City of North Bend, Coos County, Oregon, held in the City Hall, Tuesday, August 24, 1965, at the hour of 8:00 o'clock P.M.

Present: Mayor Robert Klever, Councilmen: William E. Smith, Victor E. Adams, Thomas Graham, Lyle B. Chappell and Dallas Troutman.

Absent: Leonard Sandine.

Mayor Robert A. Klever presiding.

There being a quorum present the following business was had to-wit:

MINUTES: It was moved by Victor Adams, seconded by Lyle Chappell, and unanimously passed that the minutes of the regular meeting of August 10, 1965, be approved as mailed.

LIQUOR LICENSE: Upon the recommendation of the staff it was moved by William Smith, seconded by Thomas Graham and unanimously passed that the liquor license for Topper's Steak House be deferred until a later meeting.

CORRESPONDENCE: A letter from the Coos Sportmen, Inc. was read stating that the dumping of refuse on the back roads in the County was increasing and requested the Council to consider the problem and aid in helping to alleviate the situation. It was suggested that the cities and the garbage companies and the County Commissioners might work together on the problem since it is a County problem rather than an individual problem.

PUBLIC HEARING DIST. NO. 100-65: This being the time and place as advertised for the public hearing for Dist. No. 100-65 (Sewer improvement on Arthur Street between Connecticut and Colorado Streets) the public hearing was opened by the Mayor. Since there were no remonstraces to the project it was moved by Lyle Chappell, seconded by William Smith, and unanimously passed that the public hearing be closed and the Engineer be instructed to proceed with the project.

PETITION, LOMBARD STREET: A petition was presented to the Council requesting improvement of Lombard Street between Sheridan and Sherman. It was moved by Lyle Chappell, seconded by Thomas Graham and unanimously passed that the petition be accepted and the Engineer prepare plans and specifications for the street improvement.

BIDS ON IMPROVEMENT DISTRICTS: Bids were opened for Improvement Dist. 101-65 and 104-65 and for asphalt concrete for 3-65 and 5-65. It was moved by Victor Adams, seconded by William Smith, and unanimously passed that the low bid of $14,714.70 for 3-65 and 5-65, and $8,051.55 for 101-65 and 104-65 by Kiser and Woods be accepted.

RESOLUTION NO. 1056: A resolution declaring the intention to vacate all previously unvacated portions of Fourteenth Street lying between the East line of Pacific Avenue and the East lines extended of Blocks A and B, of Bangor Plat 2, was read to the Council. It was moved by William Smith, seconded by Lyle Chappell and unanimously passes that the resolution be adopted.

TRAFFIC COMMITTEE REPORT: The Traffic Committee report was read as follows: The Traffic Committee has studied the traffic flow on the intersection of Newmark and 101 and it is their unanimous recommendation that the recommendation of the State Highway Department that all parking on both sides of 101 between the North line of the intersection of Tower Street and 101, and South line of the intersection of State Street and 101 be prohibited and so designated as "No Parking." It was moved by Lyle Chappell, seconded by Victor Adams and unanimously passed that the recommendation of the Traffic Committee be approved.

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RESOLUTION NO. 1057: A Resolution was read to the Council to authorize a contract with the State of Oregon to provide for a three-phase fully acutated traffic signal at Broadway and Newmark Streets and a flashing beacon at Railroad Avenue and Newmark Street, the City and State to each share one-half the cost. It was moved by William Smith, seconded by Thomas Graham and unanimously passed that the resolution be adopted.

POLICE CAR BIDS: Bids were received for a new police sedan as follows: Bay Motors, $1,634.70; Tower Motors, $1,662.95. It was moved by Dallas Troutman, seconded by Victor Adams and unanimously passed that the bid of $1,634.70 by Bay Motors be accepted.

SWIMMING POOL MAINTENANCE: It was reported by the City Administrator that the beams and South wall of the swimming pool was in need of a coat of paint which would cost approximately $750.00. It was moved by Thomas Graham, seconded by Lyle Chappell and unanimously passed that the Administrator be authorized to call for bids to have the South wall and laminated beams painted.

REPORT ON CITY DOCK: After a discussion it was moved by Dallas Troutman, seconded by Victor Adams, that the advertisment to lease the proposed new dock be postponed until the next regular meeting. The motion was defeated by a five to one vote. The proposed advertisment was then read and discussed. It was moved by Lyle Chappell, seconded by Victor Adams and unanimously passed that the Administrator be authorized to advertise the dock facility for lease in the Portland, Seattle, San Francisco, and local papers and other weekly publications that would be appropriately distributed. These proposals must be received prior to 5:00 P.M. on October 8th.

Meeting adjourned subject to call.

Approved: /s/ Robert A. Klever
Mayor

Attest: /s/ Helen C. Bennett
Recorder

I, Helen C. Bennett the duly appointed, qualified and acting Recorder for the City of North Bend, Coos County, Oregon, do hereby certify that I have compared the attached copiy of Council Minutes with the original thereof, and that they are true and correct copy of such original and the whole thereof.

Helen C. Bennett

Helen C. Bennett, Recorder

September 14, 1965

Minutes of the regular meeting of the Council of the City of North Bend, Coos County, Oregon, held in the City Hall, Tuesday, September 14, 1965, at the hour of 8:00 P.M.

Present: Mayor Robert Klever, Councilmen: Thomas Graham, William Smith, Victor Adams and Dallas Troutman.

Absent: Leonard Sandine and Lyle Chappell.

Mayor Robert A. Klever presiding.

There being a quorum present the following business was had to-wit:

MINUTES: The minutes of the regular meeting held on August 24, 1965, were regularly approved as mailed.

ENGINEER APPOINTMENT: After a discussion it was moved by William Smith, seconded by Victor Adams and unanimously passed that Roy Erichsen be appointed City Engineer Pro Tem and that he be instructed to have a representative of his firm present at all meetings of the Council. The City Administrator was authorized to enter into a contract to this effect.

AMBULANCE STANDBY SERVICE: The ambulance stanby service has been operating satisfactorily the past few weeks and no action was taken at this meeting.

CITY HALL ROOF BIDS: Bids to install a 15 year roof on the City Hall were received from Powell Roofing and Royal Carter Roofing. It was moved by Thomas Graham, seconded by Victor Adams and unanimously passed that the bid from Royal Carter Roofing in the amount of $1,690.00 be accepted. The City Administrator was instructed to have the work done.

TRAFFIC COMMITTEE REPORT: 1. It is the recommendation of the Traffic Committee that a correction be made in the posting of stop signs on Newmark at Broadway showing additional stop signs posted at the Northwest corner of Broadway and Newmark and on the Southeast corner of Broadway and Newmark. 2. The Traffic Committee recommends unanimously that the recommendation of the State Highway Department be approved as follows: "All parking on both sides of Newmark Street from a point 900 feet West of the west property line of Broadway Avenue to a point 257 feet East of the East property line of Broadway be prohibited and so designated as a "No Parking" area." It was moved by Dallas Troutman, seconded by Thomas Graham and unanimously passed that the report of the Traffic Committee be approved as read.

AIRPORT COMMITTEE REPORT: 1. Received a request of Mrs. Helen Montgomery to extend the term of her lease at the North Bend Airport for an additional three years. The Airport Committee recommends that this request be denied as it is the common termination date of all leases at the airport. 2. Recommends the City Administrator call for bids to paint the former Commander's Cottage at the North Bend Airport. 3. Recommends the City Administrator prepare a long range capital improvement program for the City Council and submit it to the Council within the next 30 days. Four capital improvements are requested as follows: Reroof the hangar, replace the runway lights, replace the beacon, and pave the apron at the terminal building. It was moved by William Smith, seconded by Victor Adams and unanimously passed that the recommendation be accepted by the Council.

MAYOR'S PROCLAMATION: A Proclamation was read by the Mayor proclaming September 17 through 23, 1965, as Constitution week.

PROGRESS OF IWA BUILDING CONSTRUCTION: Mr. Ken Johnson representing the IWA gave a progress report on the parking lot and building plans on their property next to the ball park. He asked permission to install two gates at each end of the 12 foot walkway in the North of

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PROGRESS OF IWA BUILDING CONSTRUCTION: Mr. Ken Johnson representing the IWA gave a progress report on the parking lot and building plans on their property next to the ball park. He asked permission to install turn gates at each end of the 12 foot walkway to the North of the ball park and to tie in a fence to the existing city facilities.

It was moved by William Smith, seconded by Victor Adams and unanimously passed that the City Administrator be authorized to work with the IWA and to make these arrangements and to report to the Council costs to drain and improve the walkway.

PAYMENT OF BILLS: It was moved by Victor Adams, seconded by William Smith and unanimously passed that the bills be paid as approved by the Finance Committee.

Meeting adjourned subject to call.

Approved: /s/ Robert A. Klever
Mayor

Attest: /s/ Helen C. Bennett
Recorder

I, Helen C. Bennett, the duly appointed, qualified and acting Recorder for the City of North Bend, Coos County , Oregon, do hereby certify that I ahve compared attached copy of Council Minutes with the original thereof, and that they are a true and exact copy of such original and the whole thereof.

Helen C Bennett
Helen C. Bennett, Recorder

RECEIVED
SEP 10 1965
FOR FILING
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Troy
Manic - North Bend

September 9, 1965

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon

Dear Mr. Isadore:

This is to confirm a telephone discussion of Wednesday, September 8, with your City Engineer, concerning the traffic signal installation at the intersection of Newmark Avenue and Broadway.

As was stated at that time, our work schedule is too great, and we do not have the necessary manpower to install the traffic signal with our own State forces. It will, therefore, be necessary to let this project to contract. However, we can partially assist in reducing the amount of time necessary in that we will make available to the contractors, from our own stock of material, traffic signal control equipment poles, signal heads and any other item on which there might be 60- to 80-day delivery. This should result in a very rapid installation with a minimum amount of delay.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
E. S. Hunter - Traffic will furnish you with a material list to supply the successful bidder.
L. R. Chandler

LEG:aa sw

FORM E-123X 50M 8-65

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1965

Oregon State Highway Commission

AGENDA
SEP 28 1965
4M-3

Gentlemen:

The City of North Bend has requested the installation of a fully-actuated traffic signal at the intersection of Broadway Street and Newmark Street and a flashing beacon at the intersection of Railroad Avenue and Newmark Street in that city. These installations are warranted.

An agreement has been prepared and executed with the City by which the State will install the signals, with the City agreeing to pay one-half the cost, maintain the installations, and pay for all electrical energy. The total estimated cost of this installation is $15,000. The State's share is $7,500, which will be cared for by Miner Betterment monies.

Your approval of the agreement and authority for the Secretary to sign the agreement are requested.

This matter will be on the agenda for your consideration at the September 28 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
L. R. Chandler
C. H. Maison
W. S. Cox

(A)
2 COPIES TO BE SIGNED

NOTED
FLOYD QUERY
M

9-3390 Lapine State Recreation Area 1966
(Park facilities)
#6918

cc: L. V. Koons, R. [illegible]osh, W. Gaskill

RECEIVED
FORM B-30 SOH 1-68
JUN 23 1971
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 16, 1969

SUBJECT:
Hunting at Succor Creek and
Lapine State Recreation Areas

To:
Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

Attached are copies of file materials regarding the above subject.

It appears that most, if not all, of our "commitments" regarding hunting were of the verbal variety.

At the time these negotiations were under way, Mr. Jackson, the Administration, and the Advisory Committee were all urging that we pick up federal lands for recreation purposes. The questions of rock-hounding and hunting were critical issues in securing BLM District approval for the projects. As you know, in the BLM, the District office has considerable authority and they could have very easily dragged their feet and caused all kinds of problems.

The Parks Division agrees 100% with Mr. Cooper's desire not to have hunting in either of these park areas. There appear to be several althernative solutions to the problem.

1. Forget the whole thing. This would mean that we would not adopt special rules and regulations for either hunting or rock-hounding. Legally, both activities would then be prohibited. This might work for a time, but I'm sure it would lead to many problems.

2. Adopt rules and regulations for rockhounding at Succor Creek only. This will solve the rockhounding problem and will just defer the hunting problem. In reviewing our rockhounding rules and regulations, the BLM would likely ask about our plans for hunting--which would raise the issue. It's possible, of course, that we could say that we are studying it further, etc. etc.

3. Bulldozing our way through. Under this approach we would, after checking with our policy groups, post the parks as closed to hunting and find out which group was stronger, the Highway Commission or the sportsmen.

Please advise us of how you wish us to proceed in this matter.

David G. Talbot
State Parks Superintendent

DGT:al
Attachments

April 14, 1969 ROUGH DRAFT From Shaw-Cooper 4/15/69

State Parks and Recreation Advisory Committee

During the negotiations with the BLM for portions of Succor Creek and Lapine State Recreation Areas, the BLM, with strong support ~~urging~~ from local sportsmen's groups and the State Game Commission, urged that, as a condition to application approval, the State designate the areas as State Recreation Areas rather than State Parks and thereby allow the continued use, under controlled conditions, of rockhounding and hunting. In order to get these critical lands, we agreed to the above requests.

The State Park rules and regulations adopted by the State Highway Commission on April 23, 1968 apply to all state park areas and specifically exclude hunting, rockhounding, and many other types of activities. However, as a result of a law passed in 1965 establishing state recreation areas as a unit of the State Park System (intended primarily for beaches, but also applying to other places) the rules and regulations of 1968 contain wording within the "no hunting" and "no digging" sections which provide for the adoption of special rules and regulations to allow such use. This means that while there are uniform regulations for all the parks, special, more liberal, subrules and regulations can be adopted by the Commission for State Park Areas classified as State Recreation Areas.

Lapine State Recreation Area is developed and open to the public, and Succor Creek is expected to reach the same level this summer. Through agreement with the State Game Commission, we have posted a portion of Lapine State Recreation ARea as closed to hunting, which implies that the remainder is open to hunting. While this is technically illegal since the Highway Commission has not adopted the appropriate resolution, it has worked as an interim measure and there have been no problems. No action whatsoever has been taken regarding Succor Creek to date.

The staff feels that this matter should be cleaned up by official action by the State Highway Commission. In order to do so, we must prepare the required special rules and regulations for the areas. While it's not an insurmountable task by any means, it is new ground to us and we would appreciate your advice.

Succor Creek State Recreation Area

This area consists of _____ areas at present with _____ additional acres yet to be secured from the BLM. It has been a favorite spot for thunderegg ~~hounds~~ for years. It has also ~~been a favorite~~ spot for local people to hunt Chukkars. ~~Their~~ Our objective, on the one hand, [is] to allow reasonable pursuit of these activities while on the other hand, provide for the safety of the park visitors, as well as the basic park resources. Our questions regarding some of the specifics and ~~their~~ our tentative ~~ideas~~ solutions are listed below.

Hunting — NO

1. What types of birds or animals?

A. *Chukkars only.*

2. When?

A. *In season as prescribed by the State Game Commission rules and regulations.*

3. Where?

A. *Outside specified areas as legally described in the resolution, shown on a map posted in the park and signed along the borders of the restricted area.*

4. How?

Shotguns only.

Rockhounding

1. Who?

A. *Anyone.*

2. When?

Year around.

3. What type of rock?

Any.

4. Where?

Anywhere within the park boundaries.

5. How?

No commercial digging (digging for resale). No equipment other than hand tools with "bag limit" of 10 to 25# per person per day.

Lapine State Recreation AREa

Hunting NO

1. What types of birds or animals

Ducks only. This may be a problem inasmuch as people have hunted for deer in this area for years. However, it's our feeling that it's no place for large-bore guns.

2. Where?

Along certain sections the Deschutes River only, within a prescribed boundary posted on the ground and signed in the park.

3. Who and What?

State Game Commission regulations take care of type and firearm and licensed person.

If we are to "get legal" special Highway Commission resolutions containing materials regarding the above points will be necessary. It is the staff's view that we are in essence prescribing reasonable standards of behavior to which the vast majority of the public will gladly adhere. This matter will be on the agenda for the April 29 meeting of the Committee.

DGT
SPS

DGT:al

37821

Parks
File No.
P 1065

Form 4-1043
(May 1963)

Oregon 016329

The United States of America,

To all to whom these presents shall come, Greeting:

WHEREAS, a Certificate of the Land Office at Portland, Oregon, is now deposited in the Bureau of Land Management, whereby it appears that full payment has been made by the State of Oregon, by and through its State Highway Commission, according to the provisions of the Act of Congress of June 14, 1926 (44 Stat. 741) as amended and supplemented (43 U.S.C. 869, 869-1 to 869-4), for the following described land:

Willamette Meridian, Oregon.

T. 24 S., R. 46 E.,
Sec. 7, SE¼NE¼, E½SE¼;
Sec. 8, S½NW¼, SW¼;
Sec. 17, NW¼, N½SW¼;
Sec. 18, E½NE¼, NE¼SE¼.

The area described contains 720.00 acres, according to the Official Plat of the Survey of the said Land on file in the Bureau of Land Management:

NOW KNOW YE, That the UNITED STATES OF AMERICA, in consideration of the premises, and in conformity with the said Acts of Congress, HAS GIVEN AND GRANTED, and by these presents DOES GIVE AND GRANT, unto the said State of Oregon, the Tract of Land above described, for public park purposes only; TO HAVE AND TO HOLD the same, together with all the rights, privileges, immunities, and appurtenances, of whatsoever nature, thereunto belonging, unto the said State of Oregon, forever; subject, however, to the following reservations, conditions and limitations:

Subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and there is reserved from the lands hereby granted, a right-of-way thereon for ditches or canals constructed by the authority of the United States.

Reserving unto the United States the right to permit movement of cattle through and across that part of said land lying within Sucker Creek Canyon.

There is also reserved to the United States, all mineral deposits in the land above-described, together with the right to mine, and remove the same, under applicable laws and regulations to be established by the Secretary of the Interior.

If the patentee or its successor in interest does not comply with the provisions of the approved plan of development filed on March 29, 1965, with the Bureau of Land Management, or with the

#75606
REC. 9-6-66 Malheur CO.
RECORD OF ..... BOOK 133 PAGE 515

Form 4-1043
(May 1963)

Oregon 016329

File No.
P 1065

The United States of America,

To all to whom these presents shall come, Greeting:

WHEREAS, a Certificate of the Land Office at Portland, Oregon, is now deposited in the Bureau of Land Management, whereby it appears that full payment has been made by the State of Oregon, by and through its State Highway Commission, according to the provisions of the Act of Congress of June 14, 1926 (44 Stat. 741) as amended and supplemented (43 U.S.C. 869, 869-1 to 869-4), for the following described land:

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Subject to any vested and accrued water rights for mining, agricultural, manufacturing, or other purposes, and rights to ditches and reservoirs used in connection with such water rights, as may be recognized and acknowledged by the local customs, laws, and decisions of courts; and there is reserved from the lands hereby granted, a right-of-way thereon for ditches or canals constructed by the authority of the United States.

Reserving unto the United States the right to permit movement of cattle through and across that part of said land lying within Sucker Creek Canyon.

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If the patentee or its successor in interest does not comply with the provisions of the approved plan of development filed on March 29, 1965, with the Bureau of Land Management, or with the

#75606
REC. 9-6-66 Malheur CO.
RECORD OF ..... BOOK 133 PAGE 515

Patent Number 36-66-0051

FILE COPY

approved plan of management filed on January 14, 1966, with the Bureau of Land Management, or by any revision thereof approved by the Secretary of the Interior or his delegate, said Secretary or his delegate, after due notice, and opportunity for a hearing, may declare the terms of this grant terminated in whole or in part. The patentee, by acceptance of this patent, agrees for itself and its successors in interest, that such declaration shall be conclusive as to the facts found by the Secretary or his delegate and shall, at the option of the Secretary or his delegate, operate to revest in the United States, full title to the lands involved in the declaration.

The Secretary, or his delegate, may in lieu of said forfeiture of title, require the patentee or its successor in interest to pay the United States an amount equal to the difference between the price paid for the land by the patentee prior to issuance of this patent and 50 per cent of the fair market value of the patented lands, to be determined by the Secretary or his delegate as of the date of issuance of this patent, plus compound interest computed at four per cent beginning on the date this patent is issued.

Provided, that, if the patentee or its successor attempts to transfer title to or control over the lands to another or the lands are devoted to a use other than that for which the lands were conveyed, without the consent of the Secretary of the Interior or his delegate, or prohibits or restricts, directly or indirectly, or permits its agents, employees, contractors, or subcontractors (including without limitation, lessees, sublessees, and permittees), to prohibit or restrict, directly or indirectly, the use of any part of the patented lands or any of the facilities thereon by any person because of such person's race, creed, color, or national origin, title shall revert to the United States.

The grant of the above-described lands is subject to the following reservations, conditions, and limitations:

(1) The patentee or its successor in interest shall comply with and shall not violate any of the terms or provisions of Title VI of the Civil Rights Act of 1964 (78 Stat. 241), and requirements of the regulations, as modified or amended, of the Secretary of the Interior issued pursuant thereto (43 CFR 17) for the period that the lands conveyed herein are used for the purpose for which the grant was made pursuant to the act cited above, or for another purpose involving the provision of similar services or benefits.

(2) If the patentee or its successor in interest does not comply with the terms or provisions of Title VI of the Civil Rights Act of 1964, and the requirements imposed by the Department of the Interior issued pursuant to that title, during the period during which the property described herein is used for the purpose for which the grant was made pursuant to the act cited above, or for another purpose involving the provision of similar services or benefits, the Secretary of the Interior or his delegate may declare the terms of this grant terminated in whole or in part.

Form 4-1014
(May 1963)

Oregon 016329

(3) The patentee, by acceptance of this patent, agrees for itself or its successors in interest that a declaration of termination in whole or in part of this grant shall, at the option of the Secretary or his delegate, operate to revest in the United States, full title to the lands involved in the declaration.

(4) The United States shall have the right to seek judicial enforcement of the requirements of Title VI of the Civil Rights Act of 1964, and the terms and conditions of the regulations, as modified or amended, of the Secretary of the Interior, issued pursuant to said Title VI, in the event of their violation by the patentee.

(5) The reservations, conditions, and limitations contained in paragraphs (1) through (4) shall constitute a covenant running with the land, binding on the patentee and its successors in interest for the period for which the land described above is used for the purpose for which this grant was made, or for another purpose involving the provision of similar services or benefits.

(6) The patentee will, upon request of the Secretary of the Interior or his delegate, post and maintain on the property conveyed by this document, signs and posters bearing a legend concerning the applicability of Title VI of the Civil Rights Act of 1964 to the area or facility granted.

IN TESTIMONY WHEREOF, the undersigned authorized officer of the Bureau of Land Management, in accordance with the provisions of the Act of June 17, 1948 (62 Stat. 476), has, in the name of the United States, caused these letters to be made Patent, and the Seal of the Bureau to be hereunto affixed.

[SEAL]

GIVEN under my hand, in Portland, Oregon, the TWENTY-FIFTH day of MAY in the year of our Lord one thousand nine hundred and SIXTY-SIX and of the Independence of the United States the one hundred and NINETIETH.

By. Douglas B. Cole
Chief, Branch of Title and Records.

(3) The patentee, by acceptance of this patent, agrees for itself or its successors in interest that a declaration of termination in whole or in part of this grant shall, at the option of the Secretary or his delegate, operate to revest in the United States, full title to the lands involved in the declaration.

(4) The United States shall have the right to seek judicial enforcement of the requirements of Title VI of the Civil Rights Act of 1964, and the terms and conditions of the regulations, as modified or amended, of the Secretary of the Interior, issued pursuant to said Title VI, in the event of their violation by the patentee.

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[SEAL]

GIVEN under my hand, in Portland, Oregon, the TWENTY-FIFTH day of MAY in the year of our Lord one thousand nine hundred and SIXTY-SIX and of the Independence of the United States the one hundred and NINETIETH.

By Douglas B. Feldner
Chief, Branch of Title and Records.

Patent Number 36-68-0051

16—77595-1 U.S. GOVERNMENT PRINTING OFFICE GPO 872-015

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OCT 18 1966

Commissioners
J. Pat Metke, Bend
Chairman
Wayne F. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

NOTED
D. TALBOT

October 14, 1966

Mr. David G. Talbot
State Parks Superintendent
State Highway Department
Salem, Oregon 97310

Dear Dave:

Your cooperation in providing hunting opportunities on the La Pine Recreation Area is appreciated. Our people will be happy to assist with the posting and other developments that may assure an orderly and compatible hunting program.

In view of the fact that the deer season closes on October 23 and most of the waterfowl will leave that area after the first heavy freeze, it is not probable that hunting pressure will be great in the La Pine area after October 23.

Sincerely yours,

P W Schneider

P. W. Schneider
Director

cc:
Len Mathisen
A. V. Meyers
John McKean

OCT 17 1966
OFFICE
STATE HIGHWAY

Lenn - please route copies to Shaw, McCosh Gaskill and Zimmerman

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OCT 14 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEMBER
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 11, 1966

Mr. P. W. Schneider, Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Dear Mr. Schneider:

We have reviewed your agency's recommendations regarding game management policies for the LaPine State Recreation Area: open the entire area (except for the construction zone) to deer and waterfowl hunting for the 1966 season.

Since you are the game-management and hunter-safety experts, we accept your proposals. Our staff will prepare to post the area immediately. We hope your personnel will assist us by suggesting appropriate posting zones, safe distances for shotguns and deer rifles. We could guess, but this is the type of thing you must deal with regularly.

Very truly yours,

ORIGINAL SIGNED BY DAVID G. TALBOT

David G. Talbot
State Parks Superintendent

DGT:al
BC: Lloyd P. Shaw
R. I. McCosh
W. H. Gaskill
A. E. Zimmerman

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OCT 11 1966
OFFICE
STATE HIGHWAY

RECEIVED
OCT 7 - 1966

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 28, 1966

To: MEMO TO FILES

SUBJECT: Lapine State Recreation Area
Fishing and Hunting Policies
Interagency Meeting in Bend
September 23, 1966

On September 23, I met with representatives of the Oregon State Game Commission, Deschutes County Court, B.L.M., U. S. Forest Service, and the Bureau of Reclamation in Bend to discuss proposals for fish and wildlife management policies for the park area.

Clarification was asked on two main points by the group:

1. Is hunting to be permitted at the Lapine State Recreation Area this fall and in the future?

2. Do we plan to provide boat ramps for boat fishing access at the area?

The questions were certainly reasonable ones since a check with our District IV office revealed that our people did not know and have had numerous inquiries.

Local confusion on the hunting aspect appears to have been generated by previous verbal assurances from state park officials to the B.L.M. that we would permit hunting if the lands were acquired by the State. The Game Commission on the other hand has always been told that all state parks are closed to hunting. Further there has been no official stand taken by this department regarding allowing or disallowing hunting at Lapine and the hunting seasons begin in October. It was also noted that people who have hunted in the area for years are not all aware that the area has changed ownership and become a State area. Boundaries are not marked and the area is not posted against hunting.

I pointed out that State Parks are game refuges but that hunting could be permitted in State Recreation Areas if the Highway Commission determined it was desirable.

Memo to File
Fishing and Hunting Policies
Lapine State Recreation Area

I agreed with the group that it would not be feasible to close the area to hunting this year but that we would probably have to barricade roads and keep hunters out of the area now under construction. The consensus recommendation of the group was that keeping deer hunters out of the developed portion of the park in the future was agreeable. Most felt that duck hunting on the river should be allowed as the late season does not conflict with other day use and camping use in the park.

Regarding boat ramps, I pointed out that they need not be concerned because our present plans did not show boat ramps. As boat ramps are needed, we would provide them. Deschutes County Commissioner, G. W. McCann discussed the need for ramps to serve the excellent fishing off the mouth of Fall River and along the sloughs to the east. He also noted that motor boats may eventually be a problem requiring county and state controls because of wave action on the pumice banks silting up the water for shore fisherman. Several boat access points for drift boat fishing were discussed.

Regarding our future hunting policy, I said that we would want the recommendation of the State Game Commission and that our policy would probably be determined from year to year according to compatibility of hunting with the park operation.

Mr. A. V. Meyers was requested to furnish us a letter on their recommendations and a summary of the notes he took at the meeting.

Richard I. McCosh, Assistant
State Parks Superintendent

RIMcjrb

Notes of Meeting

Lapine Recreational Area

R. I. McC

Bend, Oregon — September 23, 1966

Attendance:

Name	Organization
Paul Bonn	Game Commission
Richard McCosh	State Parks - Highway Department
Gerald McCann	Deschutes County Court
Donald Robins	BLM - Prineville
Sheldon Saxton	BLM - Prineville
Richard M. Huff	BLM - Prineville
Henry McCormick	U. S. Forest Service - Bend
Donald Montgomery	BCF - U. S. Fish & Wildlife - Portland
Richard J. Morgan	U. S. Bureau of Sport Fisheries & Wildlife-Portland
Len Mathisen	Game Commission - Bend
Jim Griggs	Game Commission - Bend
A. V. Meyers	Game Commission - Portland

NOTED
R. S. SHAFFER

The meeting convened at 10 a.m. on September 23, 1966 in the Deschutes County Court Annex, Bend, Oregon.

Richard McCosh, Parks and Recreation Division, Oregon State Highway Department, using an aerial Mosiac of the Recreational Area presented the development plans now available. Present work consists of construction of an overnight camp, bath house and road. The access road to this area will be directly from Highway 97 requiring bridging of the Little Deschutes and Deschutes River.

Don Robins, BLM, asked whether all of the land within the displayed boundaries had been applied for and if so, in what manner.

Mr. McCosh answered that this information would have to be obtained from the right-of-way section. Mr. Robins asked what would be the status of timber management. He stated that all federal lands along the right-of-way is in effect a buffer strip whether controlled by the Parks Department or not.

Jim Griggs, OSGC, asked about the boat launching facilities planned for the Recreational Area, especially the site near a power line at the south side of the area. McCosh replied that if boat landings were needed, they would be included in the plan, although the plan had not been completed in sufficient detail to date to delineate such facilities. He stated that in his opinion a boat landing by a power line on the south side of the river would be appropriate, but not on the north side of the river because of the overnight camp area located there. Travel through the overnight camp area to the boat ramp would be undesirable.

Gerald McCann, Deschutes County Commissioner, and Len Mathisen, OSGC, suggested that three boat ramps appropriately spaced through the Recreational Area would be desirable. McCann pointed out that restrictions on motor boats on the Deschutes River is an imminent thing because of bank erosion. Regulations that would limit the use of motor boats would require additional landings.

Mr. Mathisen, OSGC, asked if the Parks and Recreation Division had projected use estimates that would include fish and game use. Mr. McCosh replied that upon completion of facilities they anticipate annual day use of 100,000 and overnight use of 25,000, but have made no breakdowns as to the precentage of hunters and fishermen included.

Mr. McCann, Deschutes County Commissioner, stated that motor boats are causing bank erosion to the extent that the stream becomes muddy to the point of damaging or completely stopping fishing. He states that the county strongly favors regulations closing the stream to motor boating. The Game Commission regional personnel concurred.

Mr. McCann and Mr. Griggs stated that the Recreational Area contains some of the best fishing on the Deschutes River. Mr. Mathisen pointed out that the area is very popular for waterfowl hunting by drifting.

Mr. McCann advises that Deschutes County has installed five ramps on the river above Benham Falls and feels that the day will come, if motor boating is stopped, that these five ramps will be completely inadequate. Speaking for the county, Mr. McCann recommended that three ramps be appropriately placed in the park.

Mr. McCosh stated that their concern for the coming hunting season was the Highway Commission's responsibility for the safety of contractors working in the area. He pointed out that in the future the area would probably be closed to public use when freezing weather starts which is usually in October.

Mr. Robins asked if the area will have provisions for deer hunting camps. Mr. McCormick, U. S. Forest Service, stated that on forest service lands the deer hunters do not use the developed camp areas too heavily. They appear to prefer to be alone and camp away from the developed areas.

Mr. Meyers asked if a designated recreational area was open to hunting unless closed by a specific act of the Highway Department. Mr. McCosh answered that it was his understanding that this was not true. His understanding was that the designated recreational area was automatically closed unless specifically opened by the Highway Department. Mr. Robins and Mr. Meyers disagreed with Mr. McCosh on this point.

Mr. McCormick, U. S. Forest Service, asked if road No. 218 will continue to be open for use in the Recreation Area. Mr. McCosh answered that it would.

Mr. McCann, Deschutes County Commissioner, raised the question as to whether there will be an access recreation area entry road for the county proposed garbage pit area near Highway 97. It appeared that there would not be any access problem.

A discussion occurred pertaining to the scenic area classification along the access road from U. S. Highway 97.

Mr. Meyers asked if there will be a direct road connection from the Recreation Area to Fall River road. Mr. McCosh answered that no such connection was in the present plans. Mr. Meyers asked if the Parks and Recreation Division would entertain a recommendation on hunting for the 1966 season. Mr. McCosh said, "Yes". Game Commission personnel agreed to recommend that all of the Lapine Recreation Area be opened to deer and waterfowl hunting for the 1966 season except those areas where actual construction work was under way and safety of the workers and equipment was in question, and these should be protected by warning signs or closure as a safety zone on the immediate construction area.

PARRELL ROAD
TELEPHONE EVERGREEN 2-5113

REGION III
CENTRAL OREGON

STATE OF OREGON
OREGON STATE GAME COMMISSION
REGIONAL OFFICE
BEND 97701

August 29, 1966

NOTE
R. I. McCOS

David G. Talbot, State
Parks Superintendent
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: R. I. McCosh

Gentlemen:

A. V. Meyers has requested that I answer your letter of August 23 regarding a meeting of various agencies concerned with the development and management of the LaPine State Recreational Area.

Arrangements have been made to meet with a representative of your department on Friday, September 23, at 10 A. M. in Room A, Deschutes County Courthouse Annex.

By copy of this letter, we are notifying the County Court, Bureau of Land Management and the U. S. Forest Service and inviting those agencies to participate.

For our part, we are interested in several things:

1. Reviewing the plan of development, particularly as it relates to boating access for fishing and hunting.

2. Reviewing fishing and hunting access and any restrictions that may be applicable by virtue of the development or management of the recreational area.

3. Reviewing potentials for developments which might be beneficial to fishing, hunting or other recreational uses in the area.

4. Reviewing the need and usefulness of public informational signs and material respecting fish and wildlife of the general area and their management.

Sincerely yours,

P. W. SCHNEIDER
DIRECTOR

By: L. M. Mathisen
L. M. Mathisen
Regional Supervisor

LMM:lmg
cc: Don Robins, Bureau of Land Management
Judge Penhollow, County Court
Milt Griffith, U. S. Forest Service
A. V. Meyers

Mc Cook.

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

August 5, 1966

Mr. Dave Talbot
State Parks Superintendent
State Highway Building
Salem, Oregon 97310

Dear Dave:

Our local personnel in the Bend area advise that wild rumors are flying in that locality regarding the Lapine recreational area, and stories of the closure of seven or eight miles of stream to fishing and waterfowl hunting seem to be spreading.

I would suggest that a meeting be arranged in Bend for appropriate personnel of your department to meet with local people of the Forest Service, BLM, county court and the Game Commission to present the recreational area plans, or discuss its effect upon other land uses. This would clarify the matter with local land management personnel and make it possible for them to explain the situation to the local people as various issues come up.

I would suggest that such a meeting be planned for the last part of the week of September 19.

Please understand that this department is in favor of your Lapine State Recreational Area. It is not my intention of putting you on a spot at this meeting, but I feel it would be advantageous to the field personnel of all departments to know more about the plans for the area; then we could help spike some of these rumors.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By A. V. Meyers

A. V. Meyers
Lands Supervisor

EP

Shasta Highway

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Land Office
710 N. E. Holladay
Portland, Oregon 97232

IN REPLY REFER TO:
100.7h
Oregon 016329
2232 R&PP
File 37821

NOV 24 1965

2201

Oregon State Highway Department
Salem, Oregon 97310

DECISION NOV 26 65

Publication Authorized

Gentlemen:

We are approving publication of your application Oregon 016329, to purchase land described in the enclosed Notice for Publication, under the Act of June 14, 1926 (44 Stat. 741), as amended; subject to your fulfillment of the following requirements:

1. Payment of the special purchase price of $1,800.00 based on the special pricing schedule at $2.50 an acre.

2. Filing a plan of management for our approval to support the special price. You should follow the format set out in Illustration 7 on page 33 of the enclosed booklet, "Community Recreation and the Public Domain". Item 6 may be deleted since there is no commercial timber on the land.

3. Submit "Assurance of Compliance with the Civil Rights Act of 1964" on the enclosed Form PLO 67.

4. Publication at your own expense of the enclosed Notice for Publication. The notice must be sent or taken to the Publisher, Argus-Observer, Ontario, Oregon, and published in the Thursday edition of that newspaper for four consecutive weeks. Upon completion of the publication, you are required to file proof of publication in this office.

Upon submission and acceptance of the above requirements, patent will be issued subject to rights-of-way for ditches or canals according to the provisions of the Act of August 30, 1890 (26 Stat. 391), reserving to the United States the right to permit movement of cattle across that part of the land lying within Succor Creek Canyon and to the reservations in the enclosed Exhibit "A".

Sincerely yours,

Erling A. Olson

Erling A. Olson
Assistant Manager, Lands Adjudication Branch

Enclosures:
Notice for Publication
PLO 67
Booklet
Exhibit "A"

File 37821, Oregon 016329
Sucker (Succor) Creek
Recreational Area
Malheur County

MANAGEMENT PLAN

In consideration of the nominal price of $2.50 per acre, the State of Oregon, by and through its State Highway Commission, agrees to the following commitments, which commitments will be incorporated by reference in the patent conveying the subject lands:

1. To maintain the lands open to use by the public for recreational purposes without discrimination or favor.

2. To make no more than a reasonable charge for the use of facilities on the land (whether by concession or otherwise) and to charge no more for entrance to and use of the area than is charged at other comparable installations managed by State and local agencies. The Commission will submit to the Bureau of Land Management its schedule of charges. All charges shall be subject to review for conformance with this requirement and appropriate modification by the Secretary of the Interior or his delegate after reasonable notice and opportunity for hearing.

3. To develop and manage the lands in accordance with the approved program of utilization, submitted as an appendix to this application.

4. To secure the approval of the Secretary of the Interior or his delegate of all plans of construction prior to commencing actual construction.

5. To maintain in a satisfactory condition the facilities constructed on these lands.

Maintenance of this area will be performed by State Parks forces in conjunction with those of other parks in this vicinity, as needed.

No employees will be in residence at this time.

Dated _____

By _____
L. V. Koons

Deputy State Parks Superintendent

File 37621 40628

STATEMENT REQUIRED BY 43 CFR 2232

I, ~~David Talbot, Oregon~~ L. V. KOOINS, DEPUTY State Parks Superintendent, say that Oregon Revised Statute 366.345 gives the State Highway Commission authority to acquire by purchase, agreement, donation or by the exercise of power of eminent domain, real property, or any right or interest therein deemed necessary for the culture of trees and the preservation of scenic places and other objects of attraction or scenic value. The Commission may in like manner acquire land and ground necessary for the development and maintenance of parks, campsites, recreational grounds or resorts, forests or timbered areas or other places of attraction and scenic value, which in the judgment of the Highway Commission will contribute to the general welfare and pleasure of the public.

The Commission is also given the authority by Oregon Revised Statute 366.345 to develop, construct, improve, operate and maintain the places described above to such an extent and in such a manner as will best afford to the public necessary conveniences and accomodations as will contribute to the general welfare of the public.

I state further that if the Bureau of Land Management, acting under the provisions of 43 USC 869, conveys to the Oregon State Highway Commission the hereinafter described property, th t the State Highway Commission, acting by and through the Oregon State Parks and Recreation Division, will do all things that are necessary to develop, maintain, and protect for recreational purposes and for public uses, the said hereinafter described property.

It is further stated that the development of the area set out below to be completed the first year after title is vested in the State will include construction of parking spaces for 10 cars, placing of 2 pit latrines, development of the existing spring, and placing of 5 picnic tables, together with the necessary signing. The estimated cost of the first year's development is $5,000. Further development will hinge upon expanding use by the public.

No revenue is anticipated from this property; however, if any revenue is received, it would be credited to our account toward the development and maintenance of the area.

Said real property is described as follows, to wit:

T. 2, S., R. 46 E., W. M., Malheur County, Oregon

Sec. 7, [illegible]

Sec. 8, [illegible]

Sec. 17, [illegible]

Sec. 18, [illegible]

containing 720 acres, more or less.

360

Signed: _____

State Parks Superintendent
Oregon State Highway Commission

June 17, 1965

Mr. John P. Fournier
Acting District Manager
Bureau of Land Management
Vale, Oregon

File 37821, Oregon 016329
Sucker Creek Recreational Area
Malheur County
U. S. A. (BLM)

Dear Mr. Fournier:

We refer to your letter of June 10, 1965, in regard to the proposed Sucker (Succor) Creek State Park, and our telephone conversation of June 16.

In 1962 the State Maintenance Engineer requested an opinion as to the damages caused by rock hounds on State Highway right of way. We attach a 3½-page typewritten opinion by State Highway Staff Attorney John S. Irvin. It may not be entirely applicable in this situation.

The State Highway Commission has control of the beaches along the Oregon coast, as well as the State parks. The State has never objected to individuals picking up agates, driftwood and other rock off the beaches, so long as the same has not been done in commercial quantities. We feel the law allows the State Highway and its Parks Department to protect public lands against commercial exploitation and would so consider the Sucker (Succor) Creek Recreational Area, if the same were deeded or leased to the State. The State would have no objections to individuals or groups hunting rock, but would object to power shovels, bulldozers and other equipment being used to remove material from State-owned land or land under its supervision. We feel the laws are necessary to protect State property, and believe that was the intention of the Act when passed by Legislature.

We hope that you can see your way clear to make a final decision on this property in the State's favor so that the property can be set aside or deeded to the State for recreational area.

Very truly yours,

G. E. ROHDE, Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:wo
Enc. 9-5-62 opinion

cc: L. V. Koons

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

IN REPLY REFER TO:
File 37821

Vale, Oregon

2232 O'6329
Oregon 013629

June 10, 1965

File 37821

RECEIVED
JUN 11 1965
TRAIL & RIGHT OF WAY

State of Oregon
Rm. 120, State Highway Bldg.
Salem, Oregon

Gentlemen:

This refers to our letter of May 18, and your reply of May 21, 1965.

Your statements that only the improvements will be fenced and that the canyon may remain open to movement of cattle should satisfy those parties concerned with cattle operations. However, we feel that other groups may have serious objections to the restrictions concerning removal of rocks and hunting.

We have gathered considerable information on Succor Creek Canyon and our records indicate that rockhounding and hunting are by far the two highest uses made of the canyon. In our proposed decision we stated: "Rockhounding is the main activity." In issuing a favorable classification we assumed this activity would continue. We concluded our field data report by stating: "All available information indicates that the action contemplated under this application is in the public interest." If the transfer of this land results in restricting the most popular attractions of the area the accuracy of this statement is in doubt.

In classifying public lands for disposition we are obligated to consider the effect upon the local economy. The Nyssa Chamber of Commerce and a group called Recreation Unlimited have been active in promoting the development of this area. They, too, have recognized that rock hunting is the major attraction. It is doubtful if they would support the creation of a State Park if it would discourage visitors. Under these circumstances, we believe it desirable to explore the possibility of removing these restrictions if it is at all possible.

B-f 6-23-65
to Atf

The development needs of this area are inseparately connected with rockhounds. If park restrictions prohibit the major activities which attracted people to the canyon the need for a State park becomes highly questionable. We are anxious to see this area developed to its full potential and would appreciate any suggestions you might have to resolve the conflicts which have been raised. Being unfamiliar with the details of the State laws which guide your decisions concerning the objectionable restrictions, we have no way of knowing if enough flexibility exists to overcome these difficulties. Perhaps a representative from your staff could visit our office and discuss these questions further. He may also wish to discuss these issues with Judge White and other community leaders who have shown an interest in the canyon's development.

We will be happy to recommend transfer of this area to you if a satisfactory solution can be found to the above described problems. A final decision will be withheld until we hear from you.

Sincerely yours,

John P. Fournier

John P. Fournier
Acting District Manager

May 21, 1965

Mr. Maxwell T. Lieurance
District Manager
Bureau of Land Management
P. O. Box 338
Vale, Oregon

File 37821, Oregon 016329
Sucker Creek State Park
I. O. N. Highway

Dear Sir:

The Highway Department, in developing Sucker (Succor) Creek State Park will only fence the spring and developed area. The cost would be prohibitive to fence the total area. We propose this as a recreational area which would be subject to the laws of Oregon and the Game Commission. Your grant could be subject to cattle trails, etc.

The laws of Oregon do not allow removal of rocks from State Parks and recreational areas. However, the same can be taken by scientific groups.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

EFS:ls

Copy to Parks 5-25-65

CRS 164.420 273.250
164.480 273.260
164.510

L 3-64

IN REPLY REFER TO:
Oregon 016329
2232

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT
Vale, Oregon

RECEIVED
MAY 21 1965
LEGAL & RIGHT OF WAY

May 18, 1965

Your reference:
File 37821

State of Oregon
Rm. 120 State Highway Bldg.
Salem, Oregon

Gentlemen:

As stated in our letter of April 28, 1965, interested parties were sent copies of the proposed decision which classified lands in Succor Creek Canyon as disposable for park purposes. We have received a number of inquiries from ranchers presently using the area and require some more information concerning your development plans before we can fully answer the questions raised.

In the past the canyon has been used for trailing cattle. If developed as a park would cattle guards be placed at each end of the canyon or would only the picnic area and spring be fenced off to protect these facilities from the cattle? We have also been asked if you intend to fence the perimeter of the park. We believe that it would be possible to trail cattle over the rims of the canyon if no new fences are constructed on top to block the trails.

In addition to cattle operations, certain other questions have been raised. Two of the largest recreational uses in the canyon have been rockhounding and chukar hunting. Some parties have shown concern that if the area becomes a state park they will not be allowed to remove their rock finds or hunt chukars within the park boundary. What is the State's position on these questions? One party has commented that if these activities are not allowed we are losing more recreational value by making a park than if it were left alone.

We would like to answer the questions raised as soon as possible in order to eliminate the growth of opposition to this development. Therefore, we would appreciate hearing from you at your earliest convenience.

Sincerely yours,

Maxwell T. Lieurance

Maxwell T. Lieurance
District Manager

RECEIVED
NOV 8 - 1967
FOR FILING

9-3320

6918

November 7, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,700 will be made to DeGree Construction Company on Contract No. 6918 for park facilities in Lapine State Recreation Area in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $207,021.66 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc DeGree Construction Company
1828 Aubrey Road
Bend, Oregon

C. H. Maison
Attn: John Herr

RECEIVED
NOV 2 - 1967
FOR FILING
9-3320
6918

November 2, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6918 awarded to DeGree Construction Company for park facilities in Lapine State Recreation Area in Deschutes County was completed on August 23, 1967, and accepted by the Highway Commission on November 1, 1967.

Final payment in the amount of $7,953.90 will be released to the contractor after November 9, 1967. The total contract amount is $204,321.66 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc DeGree Construction Company
1628 Aubrey Road
Bend, Oregon 97701

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 5 - 1967
FOR FILING
9-3320
6918

November 1, 1967

#5

DeFree Construction Company
1828 Aviary Road
Bend, Oregon 97701

Gentlemen:

The State Highway Commission at its meeting October 31 considered your request for an extension of time on Contract No. 6918 for work in Lapine State Recreation Area in Deschutes County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request advancing the completion date to August 23, 1967.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc J. F. Putnam
Don Pallette
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
NOV 2 - 1967
FOR FILING
9-3320
6918

November 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed August 23, 1967 on Contract No. 6918. The contract was with De Cree Construction Company and was for construction of park facilities in the Lapine State Recreation Area in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective November 1, 1967 and that you concur in this procedure at the Commission meeting on December 12.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan D. Merchant
L. H. Young
J. F. Putnam

RECEIVED
OCT 10 1967
FOR FILING

9-3320

6918

October 10, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
October 31, 1967 Meeting

Gentlemen:

DeCree Construction Company, contractor for the construction of park facilities at the Lapine State Recreation Area in Deschutes County, Contract No. 6918, has requested that the completion date for the work be advanced from the specified date of May 30, 1967, to August 23, 1967, without assessment of liquidated damages.

The contractor's reason for this request is that electric power was not available so that he could perform required tests of the electrical system nor chlorinate the water system.

The contractor's request merits consideration. Facts pertinent to the request are: The contractor had all of the original contract work, except testing the electrical system and chlorinating the water system, complete on the specified completion date.

The contractor then worked on extra work, added late in the contract period, until June 10, 1967, at which time a stop work order was issued. Electric power on the site was essential to completing the work. The power was ordered February 1, 1967, which was normally ample time to have the power on the site in time for the contractor to complete his work. However, the local supplier had difficulty obtaining critical materials

(transformers and cabinets) and the power was not available on the site for the contractor's use until August 3, 1967. The stop work order was rescinded August 7, 1967, and the contractor returned to the work, completing all work of testing electrical installations and chlorinating the water system on August 23, 1967.

Because the contractor was delayed in completing the work by conditions beyond his control, I recommend that the requested extension, advancing the completion date to August 23, 1967, be granted without assessment of liquidated damages. This waives all liquidated damages.

This matter will be on the agenda for your consideration at the October 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
J. F. Putnam

CAG:jf kf

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6918 Contractor DeGree Construction Co.

Highway - -

Section Lapine State Recreation Area

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of delays to contractor's construction occasioned by extra work ordered and lack of electric power on site to complete required testing of electrical system and chlorinating water system.

Recommended for Approval:

J. F. Buchanan
Division Engineer

Ivan V. Muchant
~~Construction Engineer~~ or
Bridge Engineer

M. Loewen
Asst State Highway Engineer

Contract No. 6918

Project designation State
State-Federal

Date awarded 9-6-66

Work started 9-13-66

Per cent completed 100% 8-23-67
Date

Completion Date:
[redacted] 5/30/67
[redacted]
[redacted] 3
Request extension to: 8/22/67
[redacted]

B-320 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date August 24, **19**67

Gentlemen:

a change of completion date

We, the undersigned, respectfully request ~~an increase in the number of workdays~~ from 5/30/67 **days to** 8/23/67 **days, within which to complete our Contract No.** 6918, **without the assessment of liquidated damages. The said contract is described as follows:**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Midstate Electric Co-op did not have electric power available on the project until August 3,1967 instead of in April as orginally scheduled. We were therefore unable to test equipment installed on project or chlorinate water system as required in contract specifications.

Respectfully submitted,

DeGree Const. Co.
Contractor

By Kenneth J. DeGree

CONSENT OF SURETY

Date August 24, **19**67

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact
Richard L. Mullin

(SEAL)

Resident Agent
Gordon Randall Agency

9-3320

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lapine State Recreation Area		WEEK ENDING: ~~XXXXXX~~ 10-7-67
		SECTION PREFIX: 9-3722
HIGHWAY: - -		COUNTY: Deschutes
NAME OF JOB: Lapine State Recreation Area	KIND OF WORK: Park Facilities	
CONTRACTOR: DeGree Construction Co.	CONTRACT NUMBER: 6918	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 9-6-66	DATE WORK STARTED: 9-16-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 218,354.05	SPECIFIED COMPLETION DATE: ~~XXX~~ 5-30-67	PERCENT OF TIME ELAPSED: 358/266 CD = 158%
EXCLUSIVE OF ENGINEERING: $ 202,826.65	ENGINEERING AUTHORIZATION: $ 15,527.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 207,872.38	ENGINEERING COST TO DATE: $ 13,936.99	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 101.6%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 2.5 %	PERCENT OF AUTHORIZATION: 89.8 %	DATE PROJECT WAS COMPLETED: 8-23-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				3.5	3.5			
MILES PARTIALLY COMPLETED				3.5	3.5			
MILES COMPLETED				3.5	3.5			
TOTAL ESTIMATED QUANTITIES (CONTRACT)				3,300 cy	7,100 cy			
TOTAL QUANTITIES CORRECTED TO DATE				3,692 cy	11,280 cy			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE				3,692 cy	11,280 cy			
AVERAGE DAILY QUANTITIES				0	0			
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME				0	0			
NUMBER OF SHIFTS PER DAY				0	0			
HOURS PER SHIFT				0	0			

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

PROGRESS TO DATE: PROJECT COMPLETE. Semi-final estimate submitted thursday October 5, 1967.

FINAL REPORT

RECEIVED
PARKS
DEPARTMENT

SIGNED D. E. Pellett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
MAR 7 - 1967
FOR FILING

9-3320

6/18

Salem, Oregon
March 6, 1967

Mr. Forrest Cooper
State Highway Engineer

State Force Work
Lapine Recreation Area

The following is in regard to complaints made by Del Carpenter, 120 "B" Street, Madras, that he was unable to bid on work at Lapine Recreation Area.

A project for clearing, grading, paving, sewers, buildings, power hookups, et cetera, was advertised and contract awarded September 6, 1966, to DeGree Construction Company of Bend. The DeGree bid was in the amount of $218,000. This was handled by the standard procedure of advertising, receiving of bids, and awarding of contract--Carpenter could have bid if he had been interested in doing so.

The contract project is located west of the Deschutes River and ends without reaching the bridge site. The limit was so set to leave ample work space at the west end of the bridge project.

The full development plan for the recreation area calls for bridges across the Deschutes and Little Deschutes Rivers. Several uncertainties in right-of-way acquisition, bridge design, Great Northern railroad crossing location, and Forest Service permits made contracting the bridges and access road from The Dalles-California Highway to the Deschutes River crossing, impractical in the 1966 season. It was decided to do such road construction as was made possible by resolving the individual problems. This could best be done by State Forces which were available in Division IV. They began work in June, 1966.

It was hoped to complete the roadways up to the bridge sites. The Little Deschutes site is completely isolated from usable roads unless connected to existing

systems by new roadways. As things worked out, the Division IV crews completed the section from the main Deschutes River to the easterly park boundary but had to abandon work from there to The Dalles-California Highway to prepare for winter highway work. They pulled off the project October 14, 1966.

In a last ditch effort to get access completed to both ends of the Little Deschutes bridge site it was decided to obtain enough rental equipment to do as much as possible before winter set in.

Rental equipment was obtained from Jack Robinson and Sons, Inc., of Bend, Oregon, after investigating what was available in the Bend and Redmond areas. Robinson's equipment was nearly new and his operators were experienced.

Clearing, grading, and base surfacing were completed from the Forest Service road at the easterly park boundary, to the west line of the Kellem property not far from the Little Deschutes River. Right-of-way problems forced stopping at that point. Also, the road from The Dalles-California Highway connection westerly to the east line of Kellem was completed, including base course, except for the railroad crossing.

Regrettably, we did not succeed in completing the section across Kellem since winter closed in and we did not obtain entrance to the property by filing a complaint thereon until January 30, 1967. Only a short section remains on either side of the Little Deschutes and the bridge contractor will have only minor access problems.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
cc R. L. Porter

RECEIVED
MAR 6 - 1967
FOR FILING
9-3320
6918

March 2, 1967

Mr. Del Carpenter
Post Office Box 289
Madras, Oregon

Dear Mr. Carpenter:

This is in response to your telephonic inquiry on February 28 concerning equipment rental work being done by this Department in the vicinity of Lapine.

The work in question was an access road to the Lapine recreation area and was being handled under the Parks Minor Betterment Program. It was accomplished with State forces until late in the season when the crews were needed in other areas. Because of the lateness of the year and because it was necessary to get as much as possible accomplished last season, an equipment rental contract was suggested to finish the work. This was done because of the emergency situation involved.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Lloyd P. Shaw
Victor D. Wolfe
J. F. Putnam

9/28/67

Lapine Roads & parking areas

state Force expenditures	$50,200-
Robinson (Rental equip.)	35,067-
* other Rental equip.)	10,467
Total expenditure	$95,729

This is for clearing, grading & base rock on roads & parking areas.

Belly dumps - Mr Crum - Hermiston
grid roller R. L. Coats

RECEIVED
OCT 13 1966

FORM E-30 50M 10-66 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 4, 1966

FOR FILE
7-3-20
6418

To:

SUBJECT: Deschutes River Bridge
Lapine State Recreation Area
Deschutes County

Mr. L. P. Shaw
Asst. State Highway Engr.
State Highway Department
Salem, Oregon

The proposed structure as indicated by the vicinity map for the subject location has been field checked by this office. It is our feeling that a better horizontal alignment could have been obtained through a little coordinated advanced planning. The grading work for the approaches is substantially done and base material has been placed; therefore an alignment change, which would involve approximately 1,500 feet of graded and cindered roadway, should probably not be made at this stage of development. Since this is an interior park roadway the travelling speed should be such as to present no particular problem in negotiating the 13 degree curve.

We are not entirely satisfied with the location and alignment selected for this structure, but believe that in view of developments and the nature of the particular roadway the proposed location is acceptable.

O. B. Jackmond
Assistant Division Engineer

OBJ:me

RECEIVED
OCT 13 1966
OFFICE OF
CHIEF ENGINEER

NOTED
LLOYD V. ...W
RECEIVED
OCT 13 1966
TAX ...

RECEIVED
SEP 9 - 1966
FOR FILING

4-6330
6918

September 9, 1966

DeGrez Construction Company
1828 Awbrey Road
Bend, Oregon

Gentlemen:

Enclosed are three copies of Contract No. 6918 for $193,348.49 awarded to you by the State Highway Commission on September 6, 1966. This contract is for park facilities in Lapine State Recreation Area in Deschutes County.

Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is May 30, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encls.
cc Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
J. F. Putnam

Don Pallette
Robert Wilder

RECEIVED
AUG 24 1966
FOR FILING

August 23, 1966

Mr. Jack Meier
Meier and Frank Company
621 S. W. Fifth Avenue
Portland, Oregon

Dear Mr. Meier:

I am attaching two copies of a small-scale map showing the area which we would like to obtain at the so-called Lapine Recreation Area south of Bend. You will recall that on the 19th you contacted me by phone and requested information as to our property acquisitions for this portion of the State Parks System.

It is quite likely that not all of the area enclosed within the red outline can be obtained. In the past few months there have been contract purchases made of small tracts along the Deschutes River at prices which we regard at this time as being prohibitive for our purposes. Before we can determine our exact taking limits, there are a number of uncertainties to be settled in regard to Forest Service, Bureau of Land Management, and other federally controlled tracts.

The long, narrow corridor running east and west through Section 11 and a portion of Section 10 is the site of an access road which will extend to US97 (The Dalles-California Highway).

Our proposal for construction this winter and next year will provide the access road just mentioned, a large day-use facility on the southeasterly side of the Deschutes River, and approximately 100 trailer sites for overnight use on the northwesterly side.

Development plans along the Fall River frontage have not been firmed up due to uncertainties in our acquisition program which may take considerable time to better

define. In every case, plans are made with the thought that they will be subject to further expansion when the need is sufficient and funds therefor are available.

If this fails to cover your areas of interest, please contact us and we will be happy to enlarge upon it.

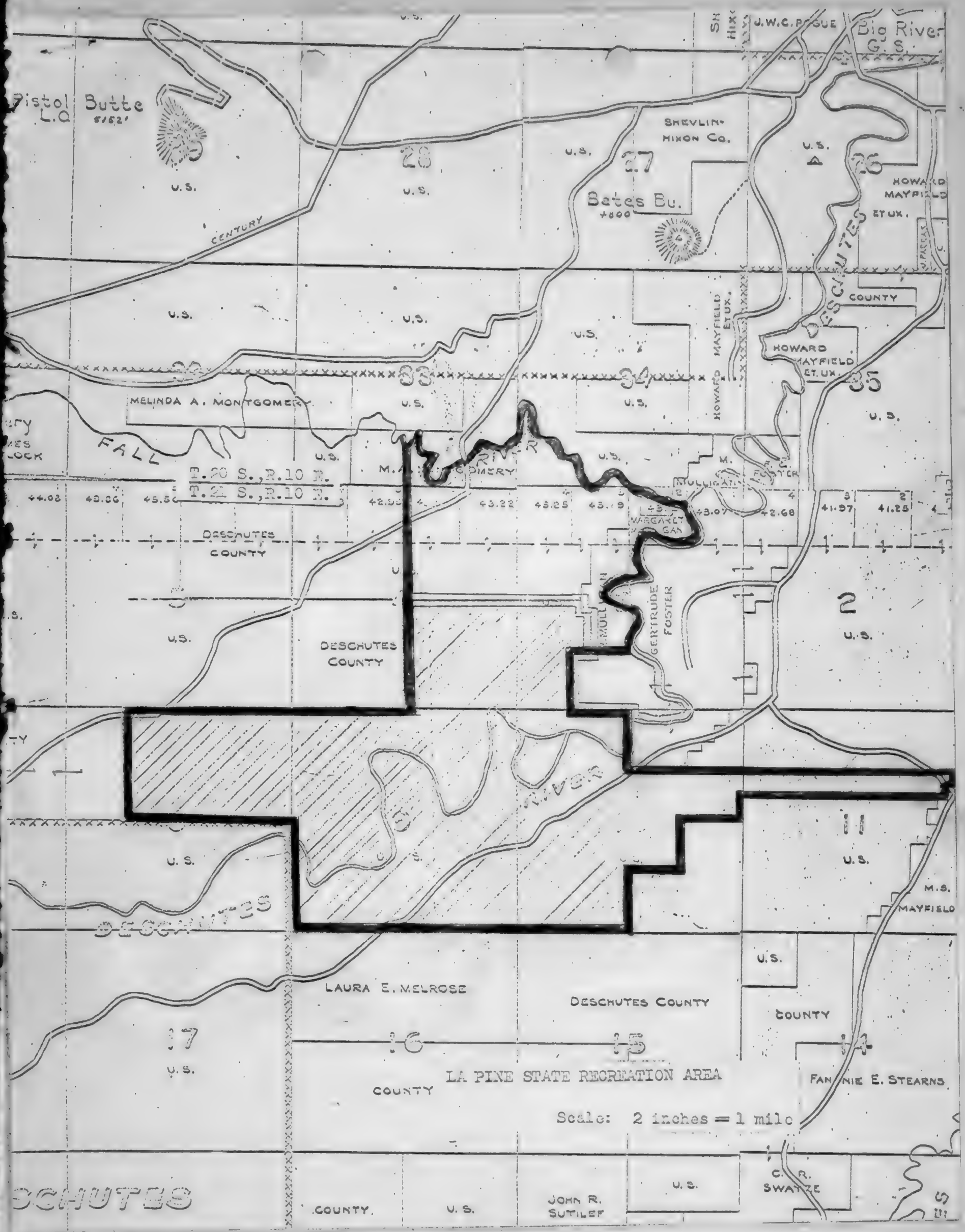
Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter
David G. Talbot


Pistol Butte
5162'
Bates Bu.
+800
Big River G.S.
J.W.C. PERGUE
SHEVLIN-HIXON CO.
HOWARD MAYFIELD ET UX.
DESCHUTES COUNTY
CENTURY
MELINDA A. MONTGOMERY
FALL
RIVER
T. 20 S., R. 10 E.
T. 21 S., R. 10 E.
DESCHUTES COUNTY
GERTRUDE FOSTER
M. S. MAYFIELD
LAURA E. MELROSE
DESCHUTES COUNTY
LA PINE STATE RECREATION AREA
FANNIE E. STEARNS
JOHN R. SUTILEF
C. R. SWATZE
Scale: 2 inches = 1 mile

Pistol Butte
5162'
L.O.

Big River G.S.

J.W.C. PRAGUE

SHEVLIN-HIXON CO.

Bates Bu.
4800

CENTURY

HOWARD MAYFIELD ET UX.

DESCHUTES COUNTY

MELINDA A. MONTGOMERY

FALL

T. 20 S., R. 10 E.
T. 21 S., R. 10 E.

DESCHUTES RIVER

DESCHUTES COUNTY

MARGARET CAN

GERTRUDE FOSTER

LAURA E. MELROSE

DESCHUTES COUNTY

LA PINE STATE RECREATION AREA

FANNIE E. STEARNS

JOHN R. SUTILEF

C. R. SWAYZE

M.S. MAYFIELD

Scale: 2 inches = 1 mile

RECEIVED
AUG 19 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Mr. A. V. Meyers
Lands Supervisor
Oregon State Game Commission
P. O. Box 3503
Portland, Oregon 97208

Dear A. V.:

This is to acknowledge your August letter to Dave Talbot, suggesting an interagency meeting regarding the LaPine State Recreational Area plans. Dave is now on vacation but will be returning on August 22.

I am sure that he will wish to discuss the wildlife management policy of the LaPine area with you at that time, and come to a decision regarding the meeting. Also I am sure he will appreciate the helpful nature of your suggestion.

In the meantime why don't you advise your people to help spike that kind of rumor. You know we don't close streams to fishing and that we always provide for greater enhancement of the wildlife resources.

Best regards,

Richard I. McCosh, Assist.
State Parks Superintendent

RIMcM:mh
cc: Lloyd P. Shaw

NOTED
LLOYD P. SHAW

Mc Cord

Commissioners
Jo Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W ALDER STREET
PORTLAND

August 5, 1966

Mr. Dave Talbot
State Parks Superintendent
State Highway Building
Salem, Oregon 97310

Dear Dave:

Our local personnel in the Bend area advise that wild rumors are flying in that locality regarding the Lapine recreational area, and stories of the closure of seven or eight miles of stream to fishing and waterfowl hunting seem to be spreading.

I would suggest that a meeting be arranged in Bend for appropriate personnel of your department to meet with local people of the Forest Service, BLM, county court and the Game Commission to present the recreational area plans, or discuss its effect upon other land uses. This would clarify the matter with local land management personnel and make it possible for them to explain the situation to the local people as various issues come up.

I would suggest that such a meeting be planned for the last part of the week of September 19.

Please understand that this department is in favor of your Lapine State Recreational Area. It is not my intention of putting you on a spot at this meeting, but I feel it would be advantageous to the field personnel of all departments to know more about the plans for the area; then we could help spike some of these rumors.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By A. V. Meyers

A. V. Meyers
Lands Supervisor

gp

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AUG 19 1966
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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WASCO
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PORTLAND

7-5120
6718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1966

Director, Bureau of Reclamation
U. S. Department of Interior
Post Office Box 7395
Salem, Oregon

Dear Sir:

The State is planning to construct two bridges for the LaPine State Recreation Area which could be affected by the previously proposed Benham Falls Reservoir site in Deschutes County. The sites are located across the Deschutes River in Section 9, T 21 S, R 10 E, W.M. and across the Little Deschutes River in Section 12, T 21 S, R 10 E, W.M. as shown on the attached plan and profile drawings We would like to design the bridges to also meet future clearance needs on the reservoir if this is considered necessary or feasible.

Would you please review the bridge locations and proposed elevations as shown on these plans and let us know whether they meet with your approval.

Very truly yours,

Richard I. McCosh

Richard I. McCosh, Assistant
State Parks Superintendent

RIMtal
Encl.

BC: R. I. McCosh

FORM E-123

RECEIVED
JUL 15 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

9-3500

6718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 6, 1966

RECEIVED
JUL 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Donald Z. Robins
District Manager
Bureau of Land Management
Post Office Box 37
Prineville, Oregon

Dear Mr. Robins:

On June 21, 1966, Dick McCosh and Warren Gaskill of this office met with Mr. Huff of your staff to discuss the timber management proposals for the LaPine State Recreation Area which you outlined in your May 27 and May 31 letters to this department.

Your future requirements for timber purchasers to cross the proposed east-west entrance roadway to the part at the two locations of Section 11, Township 21 S., Range 10 E., and Section 10, Township 21 S., Range 10 E., are agreeable to this office, if the proper road approaches are provided. We also feel that there will be no problem in mutual agreement to such additional crossings as may be required for future logging purposes.

The timber management proposals indicated to us by Dick Huff on the matter of high-risk sanitation cuts of dead, dying, or diseased Ponderosa Pine and older Lodgepole Pine trees in the LaPine State Recreation Area during fiscal year 1967 were also found to be in the best interests of the recreation management of the park. We will, however, wish to review in more detail with you, the specific Lodgepole cutting zone boundaries and any larger trees involved in the cutting which affect the esthetics of the river frontage and other recreation use zones. It is our understanding that we will provide you with an aerial mosaic of the park as soon as it is available so that your foresters can indicate more specifically the areas of timber proposed for cutting.

Your suggestion to perform this cleanup of the timber stand prior to general public use of the park is an excellent one. We request that the fire hazard posed by the extensive

NOTED
LLOYD P. SHAW

Mr. Donald Z. Robins
July 6, 1966

amounts of existing timber slash and the new slash proposed within this 1500 acre tract, be provided for in the Bureau of Land Management's timber management planning. It appears that portions thereof are a federal responsibility to clean up to insure the future safe and proper multiple use of these lands by the public, including the timber sanitation aspects.

We appreciate the cooperation of your office in the improvement of these lands for recreation and general public use.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

BC: Lloyd P. Shaw
L. V. Koons
R I. McCosh
W. H. Gaskill
A. E. Zimmerman
Stan Lester, B.L.M.

RECEIVED
JUL 6 1966
FOR FILING

9-3-20
6418

July 6, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration in answering the June 23 letter from James B. Scott relative to a right-of-way acquisition for the new state park development near Lapine.

Some recent minor revisions have been made in the plan for this proposal; however, Mr. Scott's property will be needed as it is in a strategic location. As soon as an additional appraisal has been completed and reviewed, this Department's Right of Way Division will contact him again. Mr. Scott is an ex-employee of the Highway Department.

If any further information is needed on the matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
att.
cc: Forrest Cooper
Victor D. Wolfe
D. M. Moehring

Suggested Reply for the Governor's Consideration
July 6, 1966

Mr. James B. Scott
6348 Landis Avenue
Carmichael, California 95608

Dear Mr. Scott:

This will reply to your June 23 letter concerning the proposed acquisition of your property for inclusion in a state park.

I find that if this proposed park development is to proceed, your property will be necessary. I am told that an additional appraisal has been made or is being made and as soon as this report is submitted, you should hear from the Highway Department again. I am hopeful that with this further information an agreement can be reached that will be satisfactory to all concerned.

cc Forrest Cooper
Victor D. Wolfe
D. M. Koehring

HLP:ma

FORM E-30 50M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 1, 1966

SUBJECT: Rough Draft Reply
James Scott

To: Mr. Forrest Cooper
State Highway Engineer

ADMINISTRATION

Attached is a draft of a reply to James Scott for the Governor. Mr. Scott was at one time a Division Geologist at the Bend office.

A number of the files in the Lapine Recreation area within the planned area have been dropped; however, the taking from Mr. Scott is located in such a manner that it is a necessary part of the park development.

Mr. Kolberg's appraisal is expected momentarily, and we will transmit a new offer to Mr. Scott as quickly as possible. If the new offer is declined, we will follow with a filing in condemnation immediately, so that Mr. Scott will not have to remain in a state of indecision regarding the development of his property.

G. E. ROHDE
Chief Counsel

NOTED
R. L. PORTER

D. H. Moehring
Right of Way Engineer

DHM:SM
cc: G. E. Rohde
Attachment

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PLEASE RETURN TO
R. L. PORTER

6348 Landis Ave.
Carmichael, Calif. 95608
June 23, 1966

3489

JUN 27 66

RECEIVED
JUN 28 1966
LEGAL & RIGHT OF WAY

The Hon. Mark Hatfield
Governors Office
Salem, Oregon

Dear Sir:

I am directing this inquiry to your office in quest of assistance in regard to a problem that I am having with the Oregon State Highway Department. Since I have no political representation in Oregon, I feel justified in bringing this to your attention. Even though I am not now a resident of Oregon, I wish to point out that my future plans include returning. I still have many "roots" in Oregon such as owning land, being a member of the Masonic Lodge at Bend, and of being an Oregon Registered Professional Mining Engineer. Thus I still consider myself as being an "Oregonian".

Last December (see attached correspondence) the Oregon State Highway Department informed me that some land that I purchased twelve years ago was going to be acquired for a State Park. I responded to their letter by requesting a land trade. In the meanwhile, since I knew thru friends and business acquaintances that land was selling for considerably more than I was offered, I contacted a Redmond, Oregon based land company that is selling land in the same area for firm price data. I quoted that data in my next return letter in what I would require to replace the land that was going to be taken. I also requested current sales data used by the State in making their appraisal so that I might evaluate the bases of the price offered me for my land. I was informed that this was not permitted, which does not appear reasonable to me. The last correspondence I received was on January 10, 1966, which I answered on January 14, 1966. I have never received an answer to that letter, thus the matter is unresolved.

Realizing that the requirements of the State come before the rights of an individual and that I would ultimately lose my land, I continued inquiring as to the availability and price of similar land on the Deschutes River. Such land is rapidly being acquired and soon will not be available at current prices. For this reason, I am becoming quite anxious as to what action the State is going to take in regard to my land. Since I have not received an answer to my letter of some five months ago, I cannot make my plans accordingly.

As I stated in one of my return letters to the Oregon State Highway Department, I have been going to construct a summer home on my land and had proposed to build this year or next. Thus my plans are now at a stand still and I am in somewhat of a quandry. Therefore, would you please refer me to the person who can inform me of the intentions of the State so I can make my plans accordingly.

Yours very truly,

James B. Scott

State Highway Dept Employee

6348 Landis Ave.
Carmichael, Calif.
January 14, 1966

File 38211-Scott

C. D. Pierce
Right of Way Agent
Oregon State Highway Department
Bend, Oregon

Dear Mr. Pierce:

Reference is made to your letter of January 10, 1966. In regard to your statement about not being permitted to give out any details regarding appraisals, I wish to state that I didn't ask for specific details for any appraisals. I just want current comparable sales data so that I could compare and evaluate why your offer was only $6000. I am not going to sell at the low price that you offer unless you can convince me that it is equitable.

I hope that this matter can be resolved in the near future since I had proposed to start building a cabin in the near future. I obtained summer home plans two years ago and have been saving toward the cost of construction.

In regard to the amount that I require for the property, I wish to amend my orginal price of $16,745. I have just received new selling price data from a Mr. L. H. Satterlee of Redmond, Oregon, which indicates that the price of lots are $250 to $500 more than indicated by Mr. John H. Small of San Jose, California. Based on this new data, the amount that I require will now be $17,345.

Very truly yours,

James B. Scott

FORM S-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Bend, Oregon
January 10, 1966

Mr. James B. Scott
6348 Landis Avenue
Carmichael, California

File 38211-Scott
Lapine State Recreation Area
The Dalles-California Highway
Deschutes County

Dear Mr. Scott:

This will acknowledge your letter of January 6, 1966 pertaining to acquisition of your property on the Deschutes River to be used as a state park.

I wish to state that under departmental regulations we are not permitted to give out any details regarding appraisals of real property. We have full knowledge and facts pertaining to sales activity and real-estate offerings by Deschutes River Recreation Homesites, Inc. and have considered them along with many other land transactions along the Deschutes River in the area. We cannot justify any change in the consideration and feel that the price offered to be fair to you as well as to the people of the State of Oregon.

We sincerely hope you will again give this matter serious consideration before making your final decision.

Very truly yours,

C. D. Pierce

C. D. Pierce
Right of Way Agent

CDP:eaj

cc: D. H. Moehring
G. E. Rohde

6348 Landis Ave.
Carmichael, Calif.
January 6, 1966

File No. 38211-Scott

C. D. Pierce
Right of Way Agent
Oregon State Highway Department
Bend, Oregon

Dear Mr. Pierce:

Reference is made to your letter of January 3, 1966, regarding proposed acquisition of my land by the Oregon Highway Department. The subject letter tells me nothing other than your standard procedures. I would like to have knowledge of the current sales data upon which was based the appraisal of my land.

In regard to current sales in the area, I have upon my own initiative and expense, contacted a firm that is selling river land in the area. To the best of my knowledge, they are the only seller of such land near my property. Attached please find reproductions of literature pertaining tothe river land they are selling.

To amplify on the attached literature, I contacted Mr. John H. Small of Blue Chip Realty Investment, San Jose, California, Phone 371-0170 by telephone. I inquired as to what $6000 would buy of their land listed. He informed me that river land in their subdivisions sells for $3495 to $4950 per lot. Each lot has 100 feet river frontage and are 225 feet deep. The lower priced land has poor river frontage (extensive marsh), the medium priced land has good frontage but are lacking in trees,

while the higher priced land has good frontage and trees. The land is level, has no lava flows, ground water is available, and power lines will be run to the property. Access by road will be provided for each lot. In addition to the land currently being sold in the Spring River area, a new unit called Number 6, will be subdivided next spring. This new unit is located just north of Big River Bridge. The quoted prices will apply to this unit also.

The land that you wish to obtain from me has no lava flows, ground water is available, has power to the property line, has an access road, and has trees. The river frontage is good for 200 feet, medium for 60 feet, and poor for the balance. In addition, from my standpoint and my reason for buying this particular land, is that the view is one of the best on the river, the land has special aesthetic value for me, and we have some degree of isolation. We have also made improvements on the land.

To repeat what I stated in my letter of December 30, 1965, "I do not wish to sell". If I am forced to sell, then I will buy other river land in the area. For this reason, I will require the sum of $16,745 based on current property values in the area.

Very truly yours,

James B. Scott

James B. Scott

6348 Landis Ave.
Carmichael, Calif.
December 30, 1965

File No. 38211-Scott

C. D. Pierce
Right of Way Agent
Oregon State Highway Department
Bend, Oregon

Dear Mr. Pierce:

Reference is made to your letter of December 27, 1965, regarding proposed acquisition by the Oregon State Highway Department of land that I own in Deschutes County, Oregon. My reaction to your proposed acquisition is that I do not wish to sell. However, if it were possible to make a land trade, for river land either upstream or downstream, then I think that the matter can be settled without too much difficulty. If I am forced to sell and I purchase another parcel of land with frontage for frontage, acreage for acreage, and aesthetic value for aesthetic value, then your proposed purchase price is very inadequate. This conclusion is based on current selling prices for river land in the area.

The question of having someone in the Bend area represent me in regard to any possible negotiation does not appear to be practical. The only persons that I would consider to represent me are Mr. Dean Swift, Mr. Robert Clark, or Mr. Roy Stille. As you know, these people are all associated with the Highway Department and it would be very unfair to both them and the Highway Department to be placed in such a position.

Very truly yours,

James B. Scott

James B. Scott

Form E-128

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Bend, Oregon
December 27, 1965

James B. and Nydia E. Scott
6348 Landis Avenue
Carmichael, California

File 38211-Scott
Lapine State Recreation Area
The Dalles-California Highway
Deschutes County, Oregon

Dear Mr. and Mrs. Scott:

The Oregon State Highway Department has prepared plans and programmed for acquisition and development of the Lapine State Recreation Area adjacent to The Dalles-California Highway, Deschutes County, Oregon. This recreational development will involve a parcel of land owned by you containing 1.78 acres on the Deschutes River situated in the NE¼SW¼ of Section 3, Township 21 South, Range 10 East, W.M., Deschutes County, Oregon.

The Highway Department desires to purchase this area; and in order to determine its true market value, we have had an appraisal prepared. Bases on the results of this appraisal, we can recommend to the State Highway Commission that you be compensated in the sum of $6,000.00. In arriving at this figure our appraisal section has been instructed to base its findings on cash-market value for the area required.

It is the desire of the Highway Commission to compensate property owners on an equitable basis, and we think that the above proposed figure is fair, not only to yourself but also to the State of Oregon. It will be appreciated if you will give this proposition your earliest consideration and advise us of your decision as soon as possible.

We sincerely hope you find this offer of recommendation to be satisfactory. In this event, it will be necessary to have both your signatures. I am enclosing six copies of the real-estate option, an information sheet to be filled out, a warrant voucher for payment to you, and a sketch of the property to be acquired. Please sign on lines marked with a red "X". Retain one copy of the option for your files and return the others to me in the stamped, self-addressed envelope. You will also find a booklet,

"You and Your Highway Right of Way", which will enlighten you as to the State's standard procedure in acquiring property.

It is recognized that in negotiating for purchase of real property by correspondence, it is possible that points of importance may be overlooked. If such should be the case, we will give immediate consideration to anything you have in mind. If you know, or know of, any person in this state in whom you have confidence and whom you would like to have look at the property, I would be very happy to discuss the proposed settlement with such person.

Very truly yours,

C. D. Pierce
Right of Way Agent

CDP:saj
Enc. 11
cc: D. H. Moehring
G. E. Rohde

Form 6-189

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Bend, Oregon
January 3, 1965

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
LEONARD I. LINDAS
CHIEF COUNSEL

Mr. James B. Scott
6348 Landis Avenue
Carmichael, Calif.

File 38211-Scott
Lapine State Recreation Area
The Dalles-Calif. Highway
Deschutes County, Oregon

Dear Mr. Scott:

I wish to acknowledge and thank you for your prompt consideration regarding the acquisition of your property on the Deschutes River which, along with adjoining property in the area, is needed for a state park.

As to your suggestion regarding a land trade for comparable property, we are advised that this cannot be done. In the event that the State owns surplus property, we are advised that it must be sold at public auction to the highest bidder.

As standard procedure, our appraisal section has obtained a record of past and current sales in the area which are used as comparables in their final analysis in arriving at fair market value. It is also standard procedure for the State of Oregon to employ highly specialized men with a background of appraising who are schooled and trained in the highly specialized profession of appraising. In addition, the State retains private fee appraisers who also assist in the final analysis in arriving at market value, which is fair to the property owner as well as to the State.

We also wish to infrom you that our appraisal department has an open mind and consistently search for information to justify fair market value; and if you have any additional information which they could have missed, which will justify a change in the consideration, they will be glad to consider it.

We sincerely hope that you will again give this matter careful consideration before making your final decision. I am enclosing a booklet, "You and Your Highway Right of Way", which will explain standard procedure in acquiring land for highway or park purposes. May we hear from you as to your final decision.

Very truly yours,

C. D. Pierce

C. D. Pierce
Right of Way Agent

CDP:saj
Enc.

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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DAVID B. SIMPSON, MEMBER
PORTLAND
APR 2 1966
FOR FILING
9-3320

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 25, 1966

Mr. Jesse Randolph Kellems
251 North Bristol Avenue
Los Angeles 49, California

Re: Survey - LaPine State Recreation Area

Dear Mr. Kellems:

Your letter of April 14, 1966, has been referred to this office. In your letter you stated that you cannot give permission to the State Highway Department to enter upon your property for survey purposes.

The practice of the department has always been to request permission of the landowner before entering on private property to perform survey work. Where the survey is to be made in connection with the location of a highway, however, obtaining the landowner's permission to enter his property is really not a necessity but a matter of common courtesy, since Oregon law specifically grants the department the right to go on private land for such a survey. (See section 366.365 of the Oregon Revised Statutes).

The survey to take place on your property concerns the possibility of locating a highway extending from The Dalles-California Highway, U. S. Route 97, to the LaPine State Recreation Area. Under the circumstances the survey cannot be delayed and we must enter upon your property for that purpose within the next few days. You may rest assured, however, that the survey party will be careful in doing its work so that no damage will be done to your property.

If you have further questions on any matter relating to this survey, please advise.

Very truly yours,

G. E. ROHDE
Chief Counsel

JSI:GER
CC - Lloyd F. Shaw
Dave Talbot
L. V. Koons
Frank McKinney

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APR 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 21 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
9-3220
6718

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 11, 1966

Ines T. Kellems
251 N. Bristol Avenue
Los Angeles 49, California

Dear Ms. Kellems:

The Oregon State Parks and Recreation Division is acquiring a number of acres laying West of the Deschutes River in Sections 3, 4, 8, 9 and 10, T 21 S., R. 10 E., W. M., for park development.

The proposed access road from Highway 97 will likely follow a location along the centers of Sections 10, 11, and 12 as indicated on the enclosed map. It is noted that this location will cross land owned by you in Sections 11 and 12.

May we have your permission to enter on to this property for the purpose of making a center line survey of this proposed road?

Our Survey crews will use all caution to see that no damage is done to your property.

Very truly yours,

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:lg
cc: Lloyd Shaw

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APR 1
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1966
FOR FILING

FORM S-502—0010—1-65 SP-19102-734

4-2-20
C918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 30, 1966

SUBJECT: LaPine State Recreation Area
The Dalles-California Highway
Deschutes County

To: Mr. George E. Rohde
Chief Counsel
BUILDING

Attention Mr. John R. Oakes
Assistant Right of Way Engineer

Continuing the decision of March 18, 1966 by the Parks Division to cancel all unoptioned lots split from the original property of the Deschutes Recreational Area Homesites, Inc. - Right of Way File #38212 - and to answer your letter of March 24, 1966, concerning signed options obtained by Mr. Brainerd on the following Right of Way Files: #38853, 38854, 38855, 38857, 38858, 38974, 38975, 38976, and 38977, the matter was given further study. As a result it was agreed to cancel the optioned lots as well as the unoptioned.

This will cancel all of the original File #38212, with these exceptions:

Negotiations for parcel D-2, D-4, D-5, and D-6 are to be continued and completed.

The attached maps 1R-4-149 and 1R-1-180 are colored to show the lots to be cancelled out and the parcels to be kept active.

L. V. Koons, Deputy
State Parks Superintendent

LVK:PED:thl
Attachments

NOTED
LLOYD T. SHAW

RECEIVED
FEB 18 1966

FO
9-3220
6218

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 15, 1966

SUBJECT: La Pine State Recreation Area
File #38212
Deschutes County

To:

MEMO TO THE FILES

Mr. Moehring called this date, saying that the Dorsch property, La Pine area, (95 acres), has been optioned for $58,000.

He requested information on Deschutes River Homesites, Inc. property, west of the Deschutes River.

I told him we want to option D2, D5 and D6 - File No. 38212 - but no other property in this ownership.

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl

NOTED
FLOYD S. SHAW

RECEIVED
JAN 27 1966

FORM [illegible] SP-5418-734

9-5320

6718

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 26, 1966

SUBJECT:

To: Harold Brainard
Right of Way Supervisor
State Highway Department
Bend, Oregon

Dear Mr. Brainard:

The Construction Department has run a reconnaissance estimate on three proposed routes for entrance to the La Pine State Park.

It has been agreed that the most satisfactory route would be alternate "A". We believe that this three mile section will traverse only 3/4 of a mile of private land adjacent to the crossing of the Little Deschutes River; the remainder will be on Bureau of Land Management property. It is also, I believe, south of the area being subdivided.

Will you please check the ownership on this line roughly to see if we are correct in our assumptions?

A sketch map of the area showing the approximate proposed location of the roads is enclosed for your information.

Very truly yours,

L. V. Koons, Deputy
State Parks Superintendent

LVK:bt

Enclosure

NOTED
LLOYD P. SHAW

FORM E-20 SOH 3-65 SP*6470-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 28, 1965

SUBJECT: Lapine-Deschutes Recreation Area
Possible Access Road

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

The Parks Division has under consideration three possible alternates for access into the Lapine-Deschutes Recreation area located approximately 6 miles northerly of Lapine in Deschutes County. A map is attached showing these routes.

Estimates on a reconnaissance basis have been prepared for these alternates which are based on two 11-foot lanes and 4-foot shoulders utilizing an 0-11 oil mat for wearing surface:

	Alt. A	Alt. B	Alt. C
Construction length, miles	3.0	1.5	4.0
Grade and Pave	$265,000	$135,000	$405,000
Structure	40,000	- - - - -	- - - -
Railroad Signals	5,000	- - - -	5,000
Right of Way	- - - -	- - - -	- - - -
Est. Const. Cost	$310,000	$135,000	$410,000

The structure on Alternate A will be necessary for the crossing of the Little Deschutes River; in the Preliminary Report by the Parks Division, it was indicated that a cattle crossing of some type might be appropriate -- the structure estimate includes enough additional length to provide a cattle crossing in conjunction with the stream crossing. All of the alternates, with the exception of Route B will cross the Great Northern Railroad mainline which has four trains daily (3 night, 1 day) and with the type of traffic expected to use the access, railroad signals may become necessary.

It might be pointed out that in all three cases, some channelization may be required with their intersection with US 97. Because it is not possible to ascertain the extent of this channelization, no estimate has been included. However, in checking several contracts involving channelization, it has been found that channelization would cost roughly in the neighborhood of $70,000.

A copy of the Parks' Division Preliminary Report is appended.

W. H. Tebeau
Preliminary Studies Engineer

By
V. A. Berning

VAB:fp
Attach.

RECEIVED
JAN 3 - 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 24, 1965

SUBJECT: Proposed Acquisitions in Deschutes, Jefferson and Lake Counties

To:

MEMO TO THE FILES

I called Brainard, Right of Way Supervisor at Bend, relative to the reported difficulty he was having on the appraisal of the subdivision plats under negotiation for an addition to the La Pine Recreation Area.

He informed me that they had been successful in getting a fee appraisal on all of this property and had made an offer to subdivision operators for that portion not sold. The appraisal was for $150,000 which was offered to the board of directors of this firm. No answer has been received from them.

The fee appraisal on the lots which have been sold under contract is $66,000. Negotiations for these lots is being carried on.

I advised him that we were anxious to get negotiations under way for the property along Wall River, before they decide to subdivide.

The Robinett property on Goose Lake in Lake County is appraised at $33,750. The owner asks $39,000. He was offered $36,000 which he refused. Brainard is recommending condemnation. Due to the factors entering into such a suit in Lake County I hesitate to let it get into court.

39 000
33.750
5.250
OK

At the Cove Palisades we are negotiating for 56 acres from the PP&L. We later found that they own an additional 30± acres adjacent to the same tract. We advised them that we wish to include it in the acquisition. Brainard reports that they are appraising this land and he believes that it will be a donation. Who says Santa was shot?

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVKshl
cc: Lloyd P. Shaw

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 29 1965

FOR FILING

4-3320

6418

449

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 23, 1965

SUBJECT: File #100.7m - ORE 016986
2232 (26.0)
R/W File #38215 - La Pine
Deschutes County

Assignment #449

To:

Mr. L. P. Shaw
Assistant Highway Engineer
BUILDING

Attached is a copy of a letter to the Bureau of Land Management requesting a petition for classification for certain lands in Section 3 and 4, Township 21 S., Range 10 E., W.M., Deschutes County, Oregon. This land is a second parcel requested for the LaPine Recreation Area.

Revised development plan will be submitted when complete.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendent

LVK:hl
Attachments
cc: Earl F. Saling

NOTED
LLOYD P. SHAW

RECEIVED
NOV 29 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. TALBOT

UNITED STATES
DEPARTMENT OF THE INTERIOR

BUREAU OF LAND MANAGEMENT
Land Office
710 N.E. Holladay
Portland, Oregon 97232

IN REPLY REFER TO:
100.7m
Oregon 016986
2232 (26.0)

Your reference:
File 38215
LaPine State Rec.
Area The Dalles-
California
Highway

NOV 2 1965

REFERRED TO
Admin
BY SECRETARY

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENG.

2013

NOV 3 65

Oregon State Highway
Department
Salem, Oregon 97310

Gentlemen:

This refers to your application, Oregon 016986, filed October 19, 1965, to purchase certain lands in Secs. 3 and 4, T. 21 S., R. 10 E., W. M., Oregon, under the R&PP Act of May 14, 1926 (44 Stat. 741).

Before further consideration may be given to it the following deficiencies in your application must be corrected:

1. No petition for classification was furnished.

2. Your development plan is inadequate. It needs to be more specific as to improvements and their location, etc. The time schedule is too general. It should show what progress is to be made annually toward development of the area. Please see Illustrations 2, 6, and 7 of the enclosed R&PP brochure.

3. Your map shows no development or improvement of this area.

We will resume processing your application after the additional information (in triplicate) is received, together with a petition for classification.

Sincerely yours,

D. B. Leightner

D. B. Leightner
Assistant Manager
Records and Public Services Branch

Enclosures
Form 4-1677
Community Rec. &
the Public Domain Pamphlet

RECEIVED
NOV 3 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 3 - 1965
OREGON
STATE HIGHWAY COMMISSION

Form 4–1677
(May 1963)

File 38215

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF LAND MANAGEMENT

PETITION FOR CLASSIFICATION

A PETITION TO CLASSIFY AND OPEN PUBLIC LANDS TO ENTRY OR OTHERWISE TO MAKE THEM AVAILABLE FOR DISPOSITION

NOTICE TO PETITIONER

Your application (which must be attached hereto) requests the Secretary of the Interior to take an action that is entirely within his discretion. The basis for the Secretary's authority and the policies and procedures which he has established under that authority, are described in the regulation 43 CFR, Part 296. A copy of these regulations can be secured from any land office of the Bureau of Land Management.

PETITION

I HEREBY PETITION The Secretary of the Interior to have the lands described in the attached application classified or otherwise made available for entry or disposition pursuant to my application.

I understand that if the Authorized Officer of the Bureau of Land Management does not make the lands available for disposition pursuant to my application, the regulations of 43 CFR, Part 296, are applicable to my case.

11/22/65
(Date)

L. V. Kaon
(Signature of Petitioner—Applicant)

Copy

GPO 833644

FORM S-133X 30M 9-64

RECEIVED
NOV 23 1965

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
Portland
HENRIETTA N. FARLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland

9-7220

6711

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 19, 1965

Douglas E. Henreques, Manager
Lands Section
Bureau of Land Management
710 N. E. Holliday St.
Portland, Oregon 97232

File #100.7H
Ore. 015553
2232 R & PP

Dear Mr. Henreques:

In reviewing the Timber Management plan on the LaPine-Deschutes Recreational Area, I would appreciate some clarification on the fire control clause.

At the present time we have in excess of 66,000 acres under the protection of the Oregon State Board of Forestry fire control. I presume that placing the timber on this area under the same control would satisfy your requirements?

Very truly yours,

L. V. Koons, Deputy
State Parks Superintendent

cc: George Rhode
Earl Saling

LVK:lg

NOTED
LLOYD P. SHAW

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NOV 5 - 1965
FOR FILING

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118

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1965

SUBJECT: Lapine State Recreation Area
The Dalles-California Highway
Deschutes County

To: Mr. L. V. Koons
Deputy State Parks
Superintendent

PARKS DEPARTMENT

NOTED
PAUL DAVIES

Mr. Brainerd has submitted a report concerning recent sales activity as it affects our File No. 38212. A copy of said report and a sketch map is furnished to you herewith.

It is suggested that you examine the contents of Mr. Brainerd's letter and advise whether or not this information would have any bearing on acquiring the property in question. It is our intention to defer future acquisition activity on the file until you have had an opportunity to evaluate the question of whether some modification might be in order. Will you please advise us.

G. E. ROHDE
Chief Counsel

By Laurence A. Holt
Laurence A. Holt
Administrative Right of Way Agent

LAH:mk

Attachments

cc: G. E. Rohde

Original returned to Talbot 11-5-65

RECEIVED
OCT 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

I instructed Holt to go ahead with the deal being to secure options. We will decide action beyond that when we know all the facts & have

FORM H-30 REV 12-63 64670

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
October 25, 1965

RECEIVED
OCT 27 1965
LEGAL & RIGHT OF WAY

SUBJECT: Lapine State Recreation Area
The Dalles-California Highway
Deschutes County

To: Mr. Lawrence A. Holt
Administrative Right of Way Agent
Oregon State Highway Department
Salem, Oregon

RECEIVED
OCT 27 1965
RIGHT OF WAY

As I advised by phone call last week, it has recently been learned that a number of lots have been sold from the area that we have to acquire from the Deschutes Reclamation Homesites, Inc. under file 38212. Today I talked with Mr. Dan Heirmann, president of the Deschutes Reclamation Homesites, and he advises that to date eight lots have been sold from the area that it is necessary for us to acquire. The location of these lots is shown approximately on the attached plat.

The lot sales have averaged from a low of $1995 for the back lot with no river frontage to a high of $4995 for two of the better river lots. These lots also have a vested interest in the platted recreation area that is also illustrated on the attached plat. Mr. Heirmann advised that these sales transpired in a period of from six to eight months and are basically to Oregon residents.

No attempt has been made for California sales on the Foster Ranch unit of the Deschutes Reclamation Homesites which, at the present time, consist of 560 acres platted into 540 lots. This file is being acquired from a part of this unit. There are 72 platted lots within the area that it is necessary that we purchase, as well as the before-mentioned recreation area which all lots will have a vested interest in. The other areas to the north that it is necessary we acquire from the Deschutes Recreation Homesites have all been classified as recreation areas, however no lots have been sold that have an interest in these areas at the present time. It was thought that possibly the State Parks Department would wish to re-examine the purchase of this area in the light of these lot sales. Please advise.

Harold G. Brainerd
District Supervisor

HGB:saj
Enc.
cc: G. E. Rohde

	OWNER	BK- P	FILE	DEED
A	PRUNK NICHOL	116-440	38209	
B	LEIBLEIN	125-597	38210	
C	SCOTT	107-444	38211	
D	INC.	143-367	38212	
E	DORSCH	117-328	38213	
F	ANDERSN	141-94	38214	

33 34 35

RIVER

DESCHUTES

T.20S., R.10E

T.21S., R.10E

38215

US US

PARK. BOUNDARY

1 lot of D — 2 lots each Recreation area

RIVER

Slate out

10

PARK BOUNDARY

PARK BOUNDARY

AUG 10 1965

OREGON STATE HIGHWAY DEPARTM	
Acquired	As Shown
For	Lapine St. Rec. Ar
Highway	The Dalles-Californ
County	Deschutes
Scale 1"= 2000'	Date July, 19

9-3320

6920

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 14, 1965

SUBJECT: Proposed Acquisition
LaPine State Recreation Area
Deschutes County
Prefix 9-2319-900

To:

Mr. A. E. Zimmerman
District Parks Supervisor
Bend, Oregon

Thank you for your quick attention and help in picking up prior deeds and maps.

However, the Description Section of the Construction Division by further checking does not find deeds covering this area.

NE¼ NE¼, Section 33, Township 20 S., Range 10 E.
SE¼ NE¼, Section 33, Township 20 S., Range 10 E.

Also, an official plat of the land subdivided by the Deschutes River Recreation Homesites, Inc, as shown by a deed recorded in Book 143 on page 367.

The land which is of particular interest is located in the:

NE¼, Section 3, Township 21 S., Range 10 E.
NE¼ SE¼, Section 3, Township 21 S., Range 10 E.
SW¼ NE¼, Section 3, Township 21 S., Range 10 E.
NE¼, NE¼, Section 3, Township 21 S., Range 10 E.
NW¼ NE¼, Section 10, Township 21 S., Range 10 E.

May we please have the above material soon.

L. V. Koons, Deputy
State Parks Superintendent

LVK:PED:hl
cc: Floyd O. Scott

NOTED
LLOYD P. SHAW

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JUL 15 1965
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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 2, 1965

Land Office
Bureau of Land Management
710 N. E. Holladay
Portland, Oregon 97232

File 37251, Oregon 015553
Lapine-Deschutes River
Recreation Area
The Dalles-California Highway

Attention Chief, Lands Section

Gentlemen:

We are enclosing Oregon State Highway Department Revolving Fund Check No. A 057382 in the amount of $3,745.00 payable to the Bureau of Land Management. This is the total purchase price of 1,497.5 acres.

The Notice of Publication has been sent to the Bend Bulletin. The Management Plan is being submitted to the Bureau of Reclamation for approval.

We hope to be able to complete all requirements in the near future so that a patent may be issued for this recreation area.

Very truly yours,

G. E. ROHDE
Chief Counsel

By

Earl F. Saling
Right of Way Office Manager

:C:ls
Encs. Check & receipt

cc: Parks Department

NOTED
LLOYD P. SHAW

RECEIVED
JUL 12 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Original copy returned
to Sadlet 7-13-65

RECEIVED
JUN 30 1965
FOR FILING
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6918

June 29, 1965

Oregon State Highway Commission

Gentlemen:

The Highway Commission recently approved negotiating with the Bureau of Land Management for 1,490 acres of land near the old Camp Abbott area in the Lapine vicinity.

Agreement has now been reached with the Bureau of Land Management to transfer this property to the State of Oregon for the sum of $3,745. This arrangement was verbally approved by Mr. Jackson and Mr. Friday on June 24.

The matter will be on the agenda for your consideration at the July 13 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Foster
Deputy State Highway Engineer

cc: Mr. Floyd Query
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. D. M. Moehring
Mr. C. H. Maison

RLP:ms arb

RECEIVED
JUN 25 1965
FOR FILING
9-3320
6918

Salem, Oregon
June 25, 1965

R-37251

Mr. Earl Saling
Right of Way Office Manager

Mr. Porter obtained authorization from Chairman Jackson and Mr. Fridley for expenditure of $3,745 in our negotiation with the Bureau of Land Management for 1,498 acres approximately in the Lapine-Deschutes River Recreation Area.

This will be brought to the Commission's attention for confirmation, July 13.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Attachment (R-file)

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison

FORM E-20 SOM 7-64 SP*6228-734

9-3320

6918

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 27, 1965

SUBJECT: File 37251, Oregon 015553
LaPine State Recreation Area
Deschutes County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

By a letter dated May 26, 1965 Mr. Earl F. Saling, Right of Way Office Manager, who handles the processing of Bureau of Land Management proposed park land applications, advises that subject file is ready for approval by the Highway Commission for the acceptance of 1498 acres at $2.50 an acre.

Perhaps the Highway Commission action at its meeting held on April 20, 1965 grants this authority. If this is not the case, it is recommended that the matter again be presented to the Highway Commission at its next meeting.

L. V. Koons, Deputy
State Parks Superintendent

LVK:PED:hl
cc: Earl F. Saling

RECEIVED
MAY 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Saling will handle via. R/W resolution

RECEIVED
MAY 20 1965
FOR FILING
4-2320
6718

May 19, 1965

Oregon State Highway Commission

Gentlemen:

Abutting the north boundary of the Lapine State Recreation Area property, now in process of acquisition from the U. S. Bureau of Land Management, are approximately 700 acres of gently rolling land which is in private and U. S. Forest Service ownership. This property is located in Deschutes County.

The 700-acre tract would make a very desirable addition to the Lapine Recreation Area as it includes along its northerly boundary approximately 1 3/4 miles of Fall River frontage and approximately the same length of Deschutes River frontage along its easterly boundary. A map is attached for your information.

Estimated market value of privately held land, roughly 200 acres in all, is $150,000. Management of Forest Service land would be requested under a permit.

Your authorization to purchase privately held land and to petition the U. S. Forest Service for permit rights for park use is recommended.

This matter will be on the agenda for the June 1 Commission meeting.

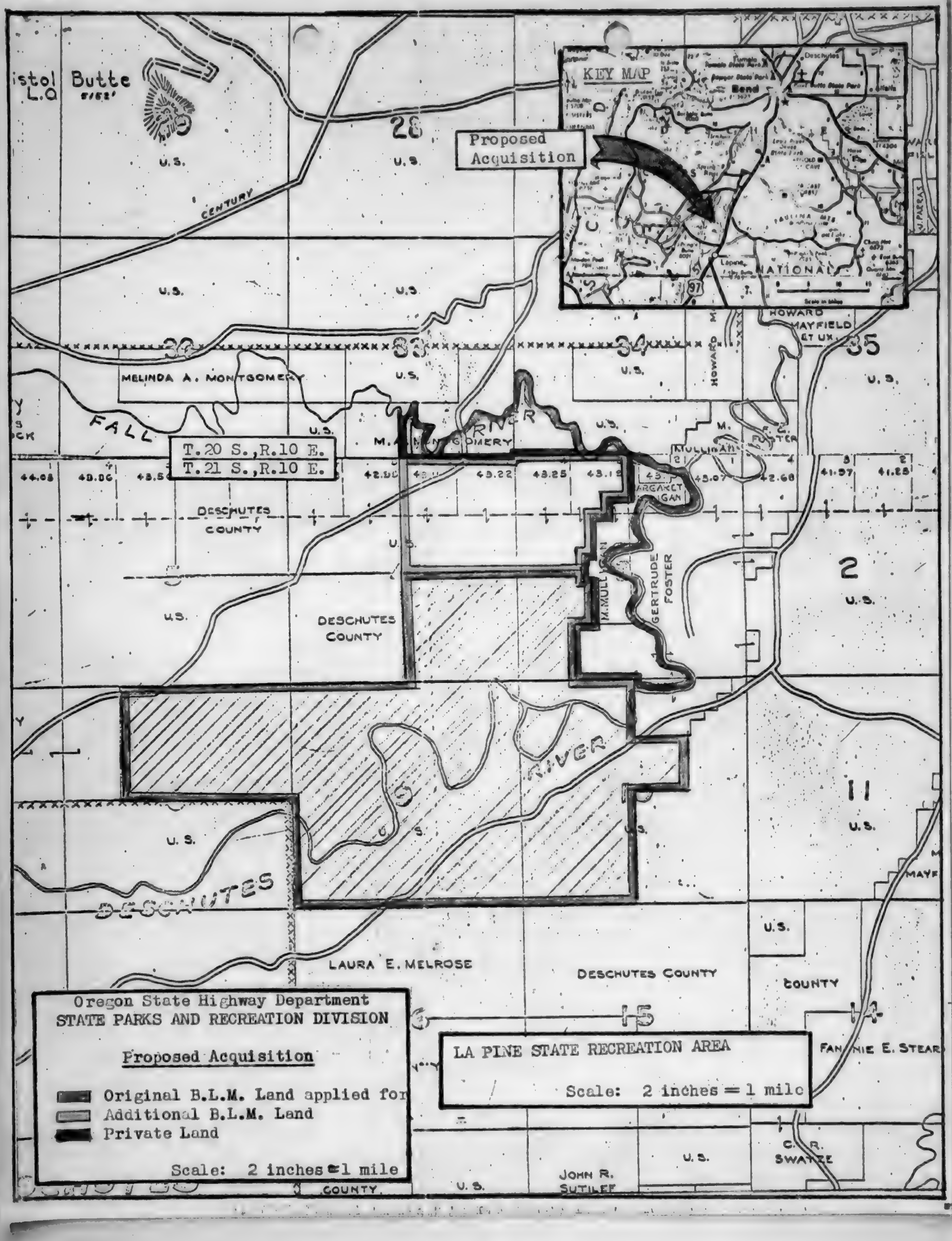
Very truly yours,

Forrest Cooper
State Highway Engineer

Attachment

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot
C. H. Maison
J. F. Putnam

LPS:ajw bg


KEY MAP
Proposed Acquisition
Bend
NATIONAL
T.20 S.,R.10 E.
T.21 S.,R.10 E.
Butte
5162'
CENTURY
FALL
RIVER
DESCHUTES
COUNTY
MELINDA A. MONTGOMERY
HOWARD MAYFIELD ET UX
M. MULLIGAN
GERTRUDE FOSTER
LAURA E. MELROSE
JOHN R. SUTLIFF
C. R. SWATZE
FANNIE E. STEAR
U.S.
20
28
33
34
35
2
11
14
15
97
Oregon State Highway Department
STATE PARKS AND RECREATION DIVISION
Proposed Acquisition
Original B.L.M. Land applied for
Additional B.L.M. Land
Private Land
Scale: 2 inches = 1 mile
LA PINE STATE RECREATION AREA
Scale: 2 inches = 1 mile

RECEIVED
APR 13 1965
FOR FILING
Coast
R1W
Parks

Salem, Oregon
April 13, 1965

Mr. David Talbot
State Parks Superintendent

I am returning the Authority for Survey for the Lapine State Recreation Area for further action.

Surveys of considerable magnitude for boundaries or major roadways should be made by Division forces if engineering crews are available at the time and near the location the survey is needed.

To be certain we do not overlook proper contact with the Division, please route a copy of the Authority for Survey to the proper Division Engineer indicating thereon the time schedule under which the survey will need to be completed and requesting information as to availability of Division forces to meet that schedule. In the event the time limit cannot be properly met and/or forces are not and will not be available from the Division, the Division Engineer will so note. Following this procedure, submit the Authority for Survey in the usual manner with a statement that the Division has been contacted in regard to performance of the survey work.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachment
cc Forrest Cooper
R. L. Porter

FORM E-30X SOM 2-60 26119

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1964

SUBJECT: Access Road
Lapine - Deschutes
Recreation Area

To: W. M. Beckert, Assistant
State Parks Superintendent
OFFICE

A comprehensive investigation was made of the Lapine-Deschutes Recreation Area to gather information regarding potential access roads to the site. The following agencies were contacted to gain any information that would possibly affect our planning for access road construction: Bureau of Land Management in Prineville, Deschutes National Forest in Bend, and Deschutes County in Bend.

There are three possible access routes into the site which warrant consideration. They are referred to as Route "A", Route "B", and Route "C". Any of these three alternate entrance routes would tie in well to proposed development plans for the park. All three routes would join the existing road running from Pringle Falls to the Deschutes River Road across the site.

Route "A"

Route "A" would run nearly straight west from Highway U. S. 97 directly to the proposed park boundary and require three miles of new road construction. As shown on the attached map this route as proposed would require acquisition of three-fourths mile of road right of way with the remaining two and one-fourth miles of road on BLM lands.

Approximately two miles of this road would be through thick stands of small pine, with the remainder being through a thinned stand of large Ponderosa Pine, and utilizing about one-third mile of an existing BLM road. This route would require a grade crossing of the Great Northern Railroad and the construction of a bridge across the Little Deschutes River.

The land on both sides of the Little Deschutes River and the proposed roadway is owned by one individual and is presently being used for cattle pasture. In order to ease right of way acquisition it may be desirable to provide facilities to allow for the free passage of cattle under the roadway, which could possibly be in conjunction with the bridge.

If this route were utilized and at a future date the Benham Falls Reservoir were to be constructed, which at this time is a remote possibility in the foreseeable future, it would be necessary to construct a causeway about 1200 feet long across the tail-end of the Little Deschutes River side of the Benham Falls Reservoir Pool.

Route "B"

This route would enter into the park from the south, and would be an extension of an existing county road. The length of new road construction would be about two miles, with most of it through thick groves of small pine. The total distance from Highway U. S. 97 to the site would be six and one-half miles. Deschutes County Roadmaster, Charles Plummer, said the county would probably be willing to construct the new road required from the end of the existing county road to the park site boundary. Construction of the Benham Falls Reservoir would not affect this route into the park. The route passes through subdivision lands which would affect the scenic appeal and congestion along the route.

Route "C"

Route "C" approaches the park from the north and enters the site at the east boundary at the same point as Route "A". This route utilizes an existing road that runs on the east side of the Deschutes River from the Deschutes River Road to Pringle Falls. It runs through thick groves of small pine and larger Ponderosa Pine, and an old fire burn with rotting, fallen trees and innumerable standing snags.

The existing road would require realignment and about as much construction work as a new road. Approximately one-half mile of road right-of-way would probably have to be acquired. The total length of new construction would be four miles. It would be eight miles from Highway U. S. 97 to the park boundary via Route "C".

If the Benham Falls Reservoir were to be constructed, access to the park by this route from U. S. 97 would be inundated. The route would then serve only as an access road to the peninsula of land separating the Deschutes River and the Little Deschutes River reservoir pools.

Agency Coordination

Deschutes County is quite interested in our plans for the site. Roadmaster Charles Plummer said they would prefer utilization of existing county roads as much as possible in gaining access to the site. As previously indicated, the county would be willing to extend an existing county road, which is accessible from the main route to Wickiup Reservoir, into the site.

Although the personnel usually concerned with roads on BLM lands were out of the office, the persons contacted were fairly certain there were no proposals in their office that would affect any plans we may propose.

The Deschutes National Forest has plans for improving the existing road from Pringle Falls to the forest boundary southwest of the park. This road improvement is in conjunction with a timber sale and would be a one-lane road

with turnouts. Bob Arndorfer, engineer on the forest, indicated that when the state park was developed this road would be improved into a two-lane road. This route would provide access from the proposed park to Wickiup and Crane Prairie Reservoirs, and other recreation areas in the vicinity.

The Forest Service is also quite interested in the proposed bridge across the Deschutes River, to the extent that they may be willing to co-operate financially in its development.

Summary

As the primary basis for the development of camping at the proposed park is to provide camping facilities for the highway traveler, it would seem that the shorter, more direct access route would be the most desirable. The approach to the site along Route "A" is the shortest route and would present the more park-like and natural appearance, and has more potential for remaining so than the other possible access routes. The possibilities of Benham Falls Reservoir being developed is very unsettled and so far in the future that it should not greatly affect any plans for the development of access into the Lapine-Deschutes Recreation site.

Route "B" would probably require less initial expense from the Parks Department, providing the County would cooperate as indicated. However, the route is longer and passes through lands which are already subdivided or have potential for subdivision. If Route "B" were to be utilized, it is not improbable that Route "C" would have to eventually be improved to allow access to the park from both the north and southbound traffic without requiring people to backtrack an additional four miles to reach Highway U. S. 97.

Route "C" is the least desirable route of access into the site. It would necessitate the most road construction and would result in further travel distance to reach the park from Highway U. S. 97. It also could be inundated by reservoir construction.

Recommendation

That primary attention be given to the development of Route "A" as the state's access road into the Lapine-Deschutes Recreation area.

That road and bridge plans be coordinated with the public agencies having land ownership and interest in the vicinity of the proposed park.

Richard I. McCosh
Parks Planning Supervisor

RIM:aw

BLM LANDS
EXISTING ROADS
PROPOSED ROADS

KEY TO ARRANGEMENT OF SHEETS FOR DESCHUTES COUNTY

GENERAL HIGHWAY MAP
DESCHUTES COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY
SCALE

FALL RIVER ROAD

US 97
7 MI.

FALL RIVER TURNOFF

31

32

33

FALL RIVER

FISHERMAN ACCESS

T. 20 S.
T. 21 S.

FOREST BOUNDARY

R. 9 E.
R. 10 E.

WEST BOUNDARY

6

5

4

ROAD

RIVER

SECONDARY DAY USE AREA

VIEWPOINT

PRIMARY DAY USE AREA

OVERNIGHT CAMP

GROUP CAMP

OX BOW

7

8

9

FOREST BOUNDARY

DESCHUTES RIVER

VIEWPOINT

TO PRINGLE FALLS

18

16

US 97
7 MI.

34

SECONDARY DAY USE AREA
FALL RIVER FALLS

35

FISHERMAN ACCESS

SECONDARY DAY USE AREA
VIEWPOINT
BOATLANDING 2

3

SECONDARY DAY USE AREA

DAY USE AREA

BOAT LAUNCHING RAMP

OX BOW

HIGHWAY U.S. 97 2.5 MI.

10

11

PRIMARY DAY USE AREA
BIG TREE

INTERPRETIVE CENTER
PARK INFORMATION

PARK RESIDENCES
SERVICE AREA

15

14

LEGEND

PROPOSED PARK ROADS

EXISTING ROADS

PARK BOUNDARY

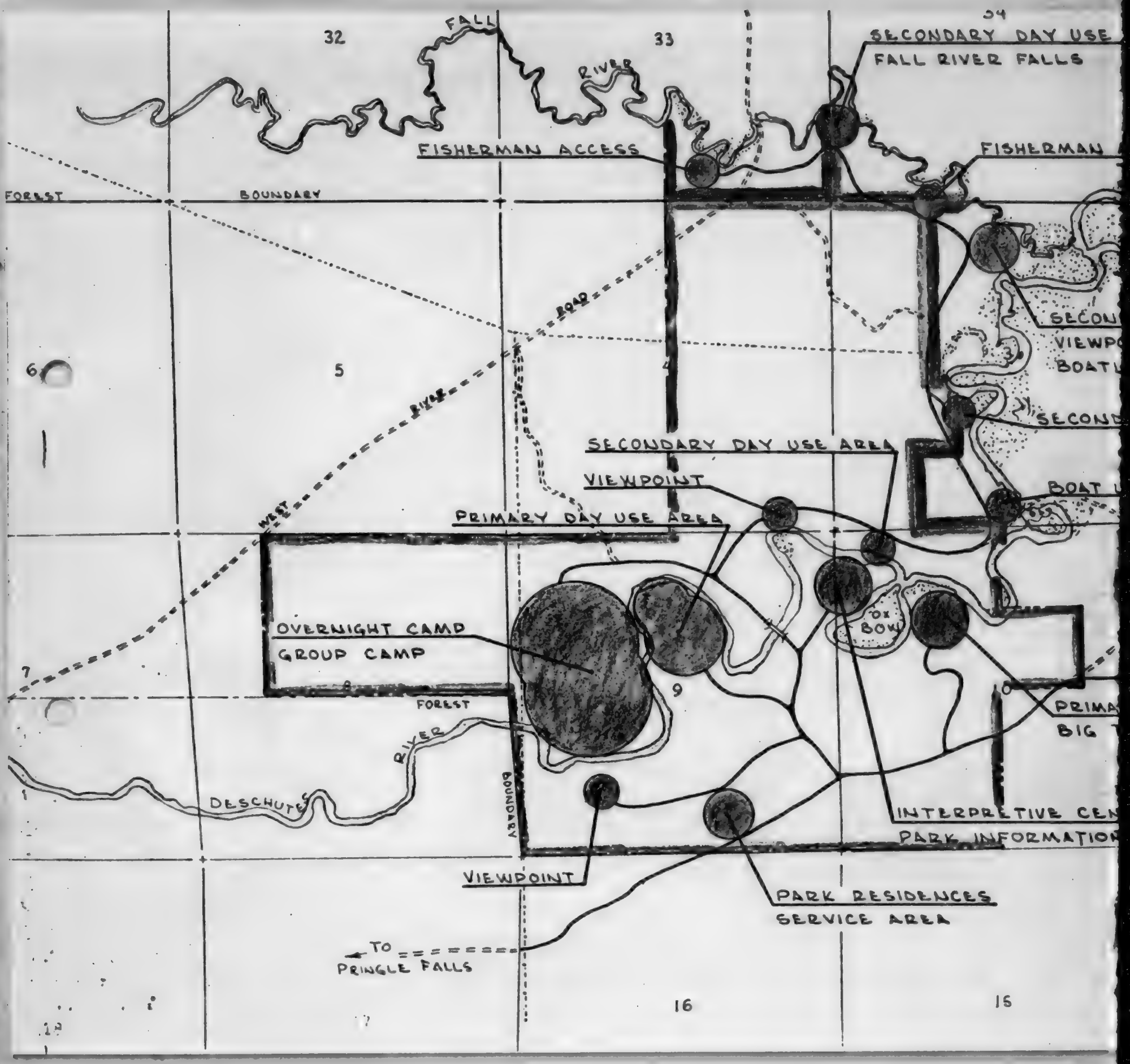
B.L.M.

U.S. FOREST SERVICE

PRIVATE PROPERTY

NORTH

OREGON STATE HIGHWAY DEPARTMENT	
PARKS AND RECREATION DIVISION	
For LA PINE RECREATION AREA	
Highway	
County	DESCHUTES
Scale 1" = 2,000'	Date SEPT. 1965


FALL
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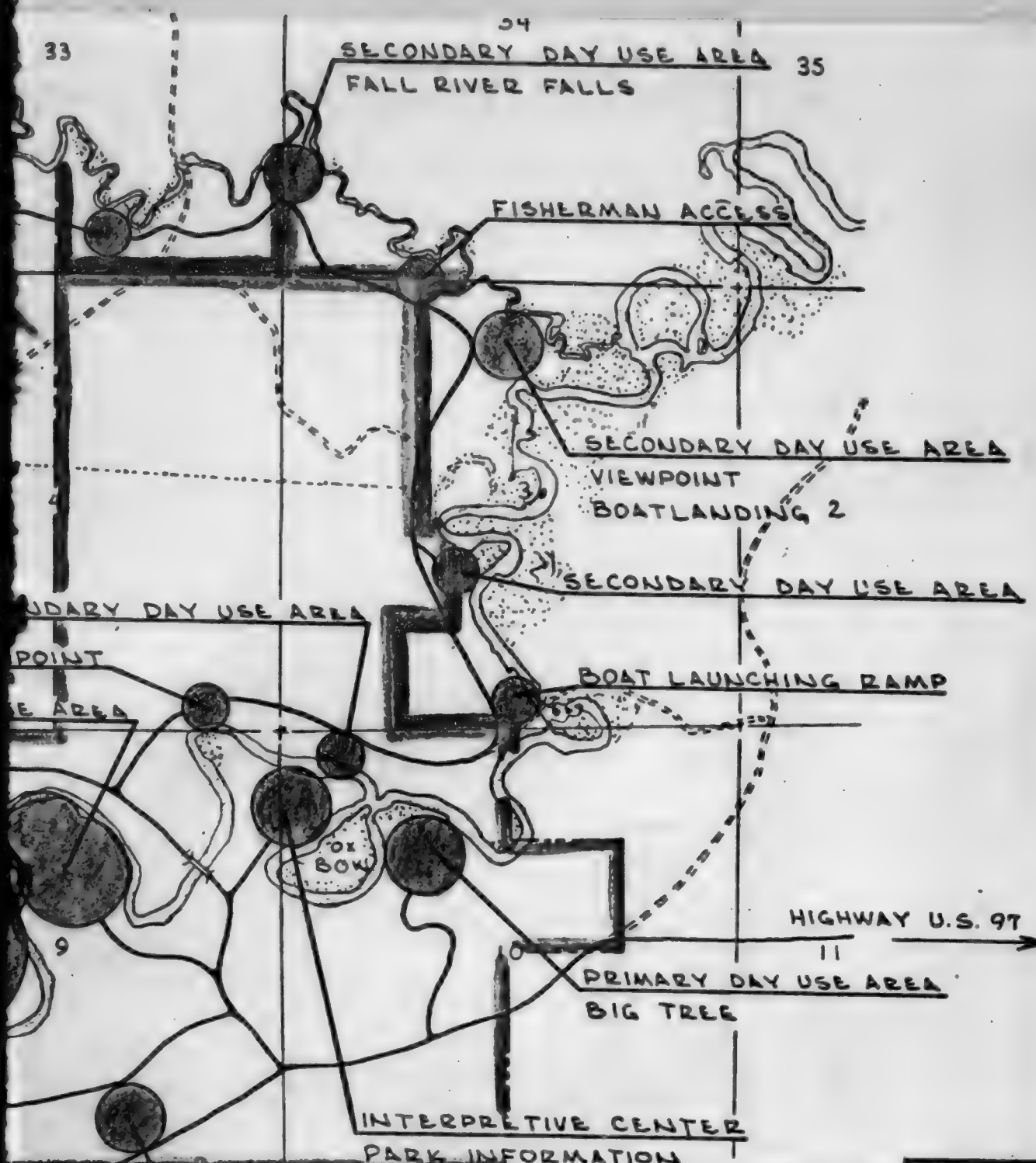


LEGEND

PROPOSED PARK R

EXISTING ROADS

PARK BOUNDARY

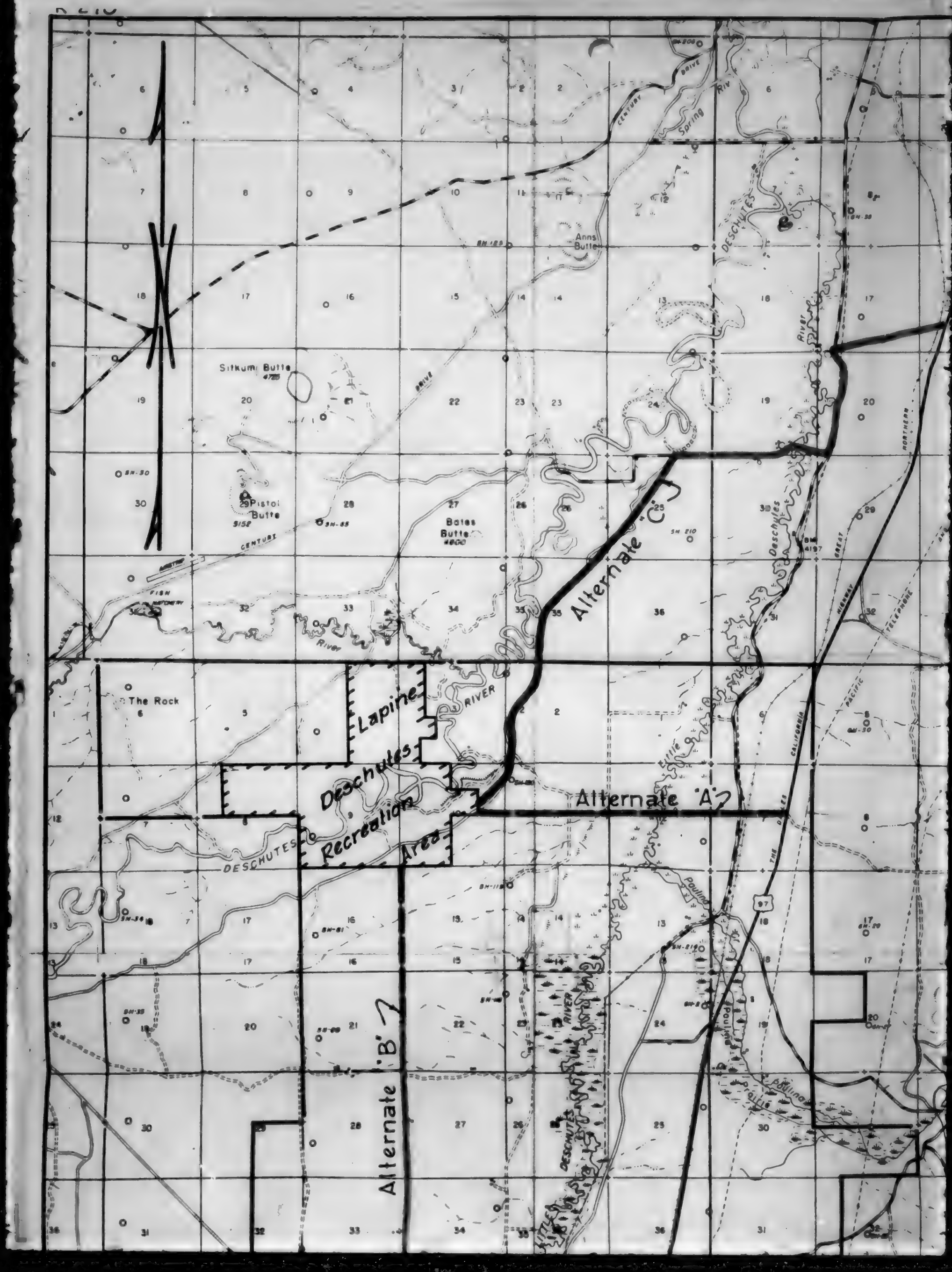
B.L.M.

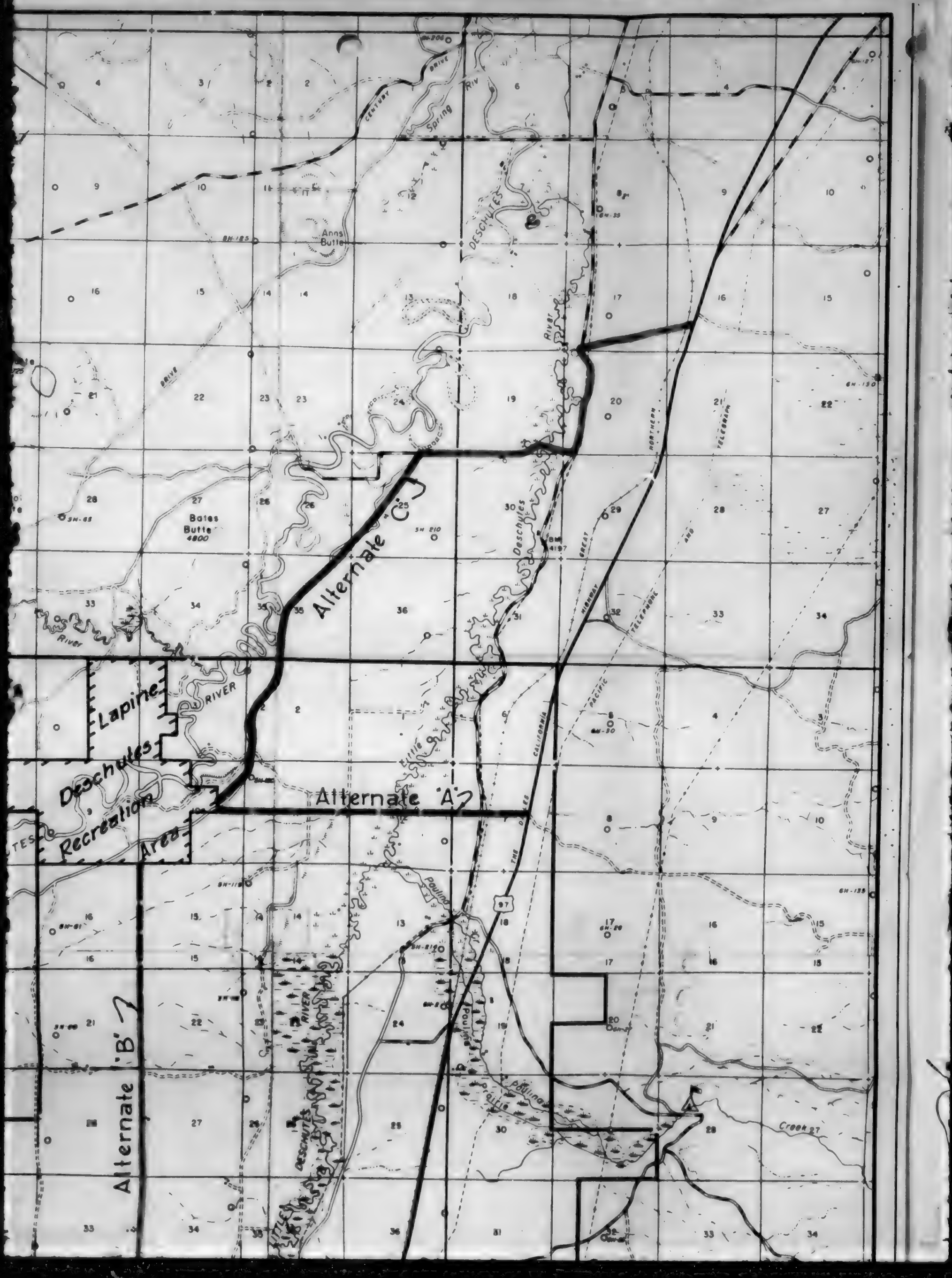
U.S. FOREST SERV

PRIVATE PROPER

NORTH

OREGON STATE HIGHWAY DEPARTME	
PARKS AND RECREATION DIVISI	
For LA PINE RECREATION AR	
Highway	
County	DESCHUTES
Scale 1" = 2,000'	Date SEPT. 19


Sitkum Butte
4725
Pistol Butte
5152
Bates Butte
4900
Anns Butte
The Rock
Lapine
Deschutes Recreation Area
DESCHUTES
RIVER
Alternate 'A'
Alternate 'B'
Alternate 'C'
Spring
CENTURY DRIVE
Paulina
Paulina Creek
SN-30
SN-85
SN-125
SN-210
SN-11
SN-81
SN-35
SN-99
SN-21
SN-20
97
PACIFIC
HIGHWAY
TELEPHONE
CALIFORNIA
FISH HATCHERY


Alternate 'C'
Alternate 'A'
Alternate 'B'
Deschutes Recreation Area
Lapine
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Anns Butte
Spring
DESCHUTES
RIVER
Deschutes
Paulina
Paulina Prairie
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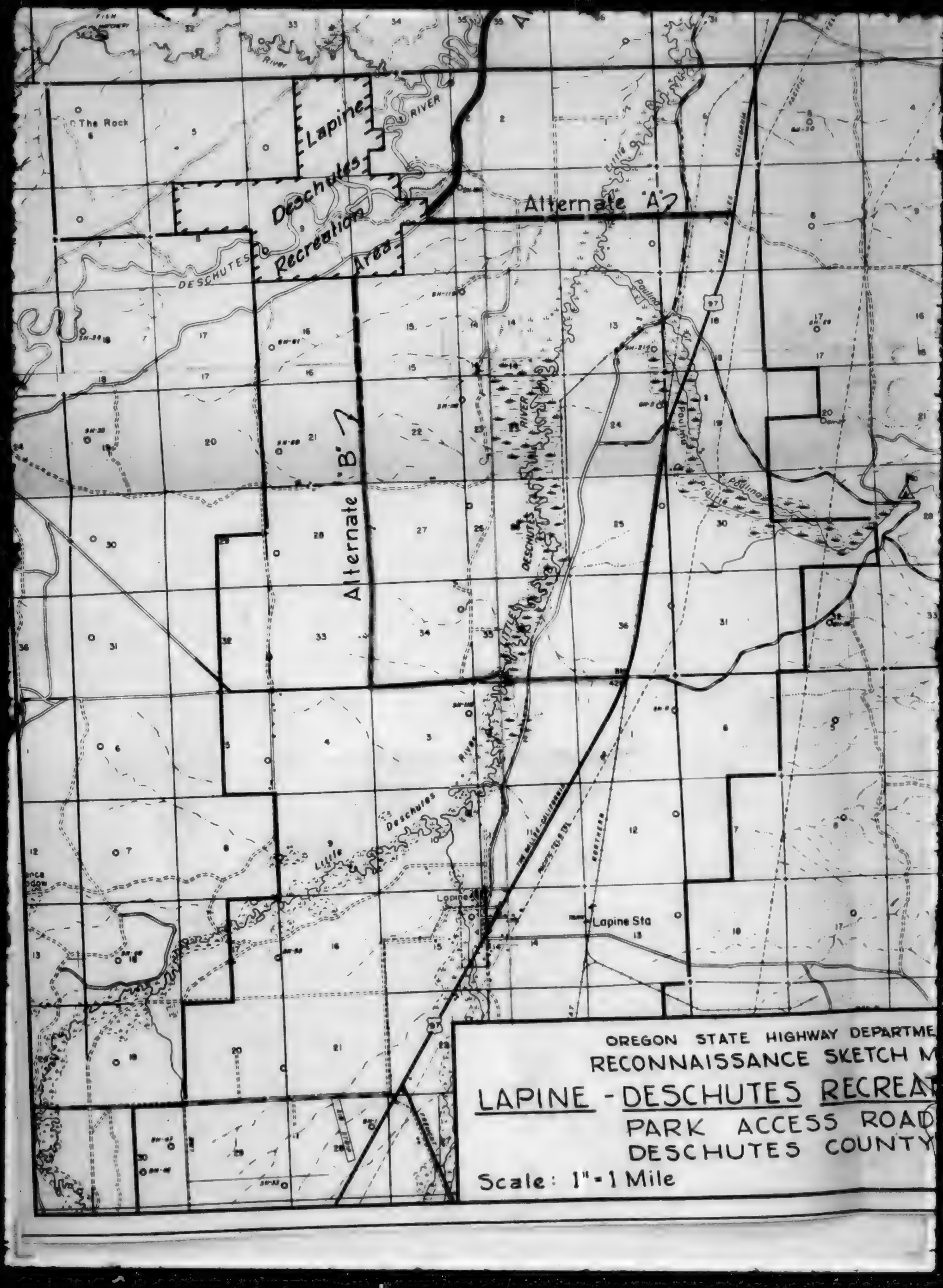
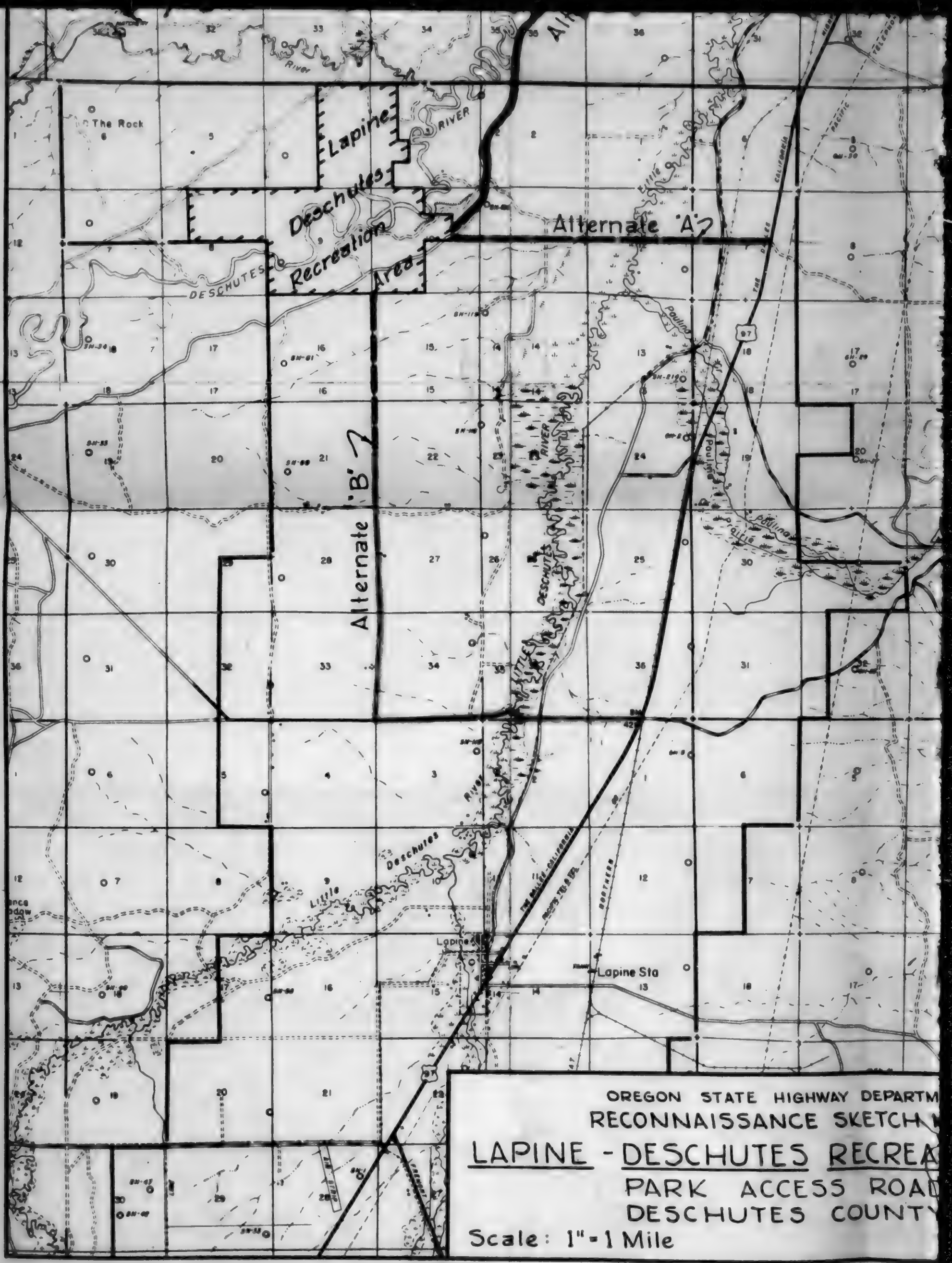
TELEPHONE
TELEGRAPH
97


Alternate 'A'
Alternate 'B'
Deschutes Recreation Area
DESCHUTES
Lapine
The Rock
Deschutes River
Little Deschutes River
Paulina
Paulina Creek
Lapine Sta
OREGON STATE HIGHWAY DEPARTME
RECONNAISSANCE SKETCH M
LAPINE - DESCHUTES RECREAT
PARK ACCESS ROAD
DESCHUTES COUNTY
Scale: 1" = 1 Mile


The Rock
Lapine
RIVER
Deschutes
Recreation
Area
DESCHUTES
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Alternate 'B'
Pauline
Prineville
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RIVER
Deschutes
Little
Lapine
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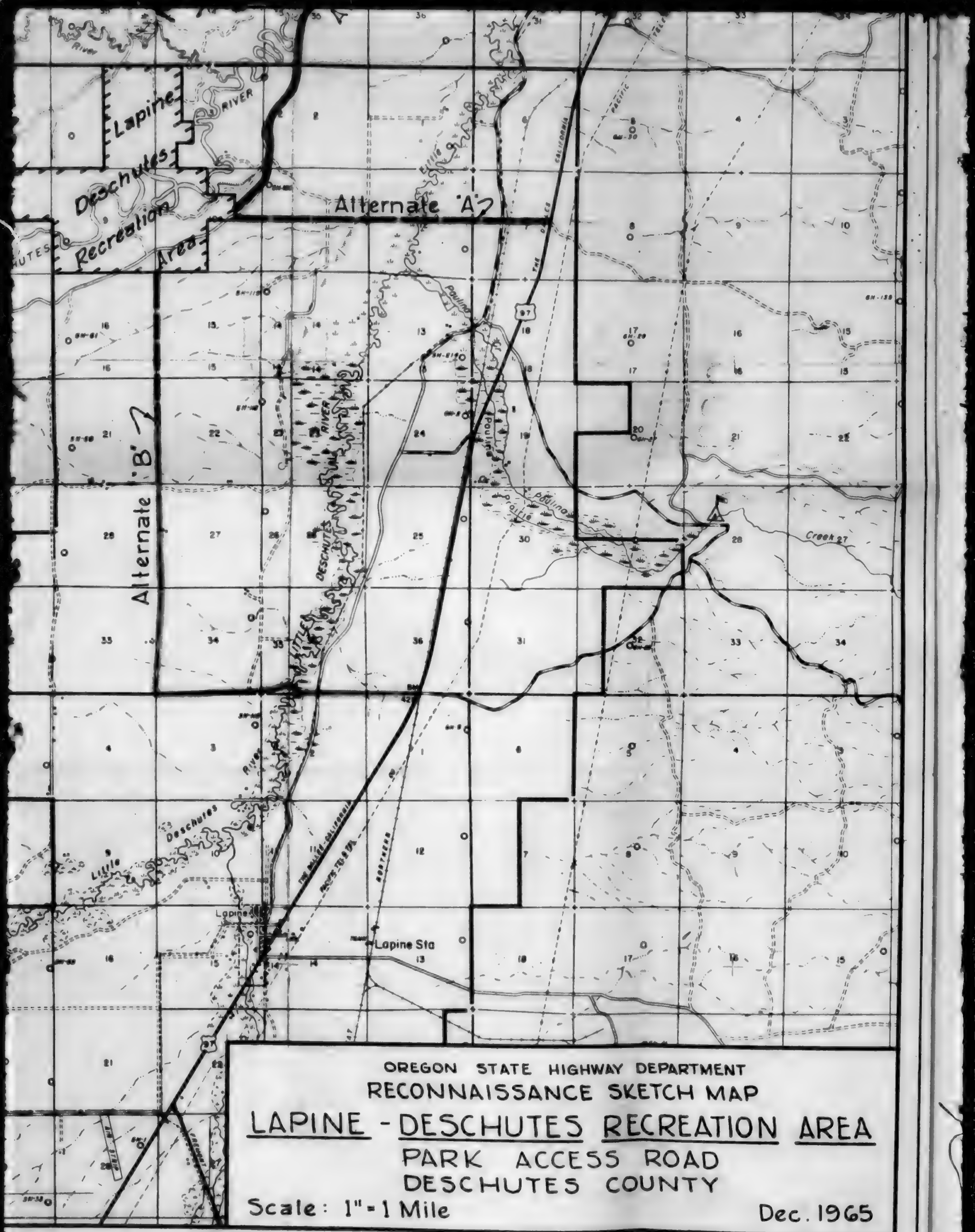
OREGON STATE HIGHWAY DEPARTM
RECONNAISSANCE SKETCH
LAPINE - DESCHUTES RECREA
PARK ACCESS ROAD
DESCHUTES COUNTY
Scale: 1" = 1 Mile



OREGON STATE HIGHWAY DEPARTMENT

RECONNAISSANCE SKETCH MAP

LAPINE - DESCHUTES RECREATION AREA

PARK ACCESS ROAD

DESCHUTES COUNTY

Scale: 1" = 1 Mile

Dec. 1965

109-1605 Bend Traffic Signals, Bond & Wall St. on Century Drive 1966

6919

PAA 3152

RECEIVED
JUN 16 1967
FOR FILING

109-1605

6919

June 16, 1967

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

A post-final payment for $1,200 will be made to Madsen and Stokes Electrical Contractors on Contract No. 6919 for traffic signal installation on Bond and Wall Streets in Bend on Century Drive Highway in Deschutes County as soon as the warrant is prepared.

The total amount paid on this contract will be $9,328 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc Madsen and Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon 97470

T. E. Pargeter
P.O. Box 1185
Roseburg, Oregon 97470

C.H. Maison
Attn: John Herr

RECEIVED
JUL 27 1967
FOR FILING
109-1605
6919

June 8, 1967

#8

Madsen and Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6919 for traffic signal installation on Bond and Wall Streets in Bend on the Century Drive Highway in Deschutes County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 40-day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc J.F. Putnam
Don Pallette
L.H. Young
Ivan Merchant

C.H. Maison

RECEIVED
JUN 7 - 1967
FOR FILING

104-1605

6919

June 5, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 8
June 8, 1967 meeting

Gentlemen:

Madsen & Stokes, contractor for the installation of traffic signals on Century Drive at Bond Street and Wall Street (Bend) in Deschutes County, Contract No. 6919, has requested that he be granted an additional 40 calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor cites late delivery of materials from the manufacturer and supplier.

The contract allotted 110 calendar days to complete the work. One hundred and fifty calendar days were charged to completion of the work. The allotted time forecast a completion date of January 8, 1967. The work was actually completed February 17, 1967. This constitutes a 40-calendar day delay. Investigation reveals that the contractor ordered the signal material in a reasonable time after the award of the contract (3 days) and that the final shipment of material was not received until February 1, 1967.

The material was installed and the signals were complete, except for painting poles, and put into operation February 3, 1967. Inclement weather prevented completion of the painting of the poles until February 17, 1967.

The supplier's reason for failure to meet quoted delivery dates was a lack of government priorities to secure necessary sheet aluminum which was in short supply due to the Viet Nam situation.

Late delivery of material is not a reason for an extension of time within the language of the specifications; however, under the prevailing conditions this is considered to be an extenuating circumstance beyond the control of the contractor.

Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that he be granted a 40-day extension which relieves the contractor of an assessment of liquidated damages.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

CAG:jf jw

E—320 (Rev.)—5M—10-57

STATE HWY. DEPT.
BRIDGE DIVISION
MAY 31 1967
A.M. 7,8,9,10,11,12,1,2,3,4,5,6 P.M.

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date May 25, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ADDITIONAL days to 40 days, within which to complete our Contract No. 6919, without the assessment of liquidated damages. The said contract is described as follows: T.S. Installation, Bend St.Wall St.(Bend)-Century Drive, Deschutes County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Because of the enclosed letter (herewith attached)

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.
Contractor

By Chas A. Stokes
partner

CONSENT OF SURETY

Date May 25, 19 67

We, HARTFORD ACCIDENT & INDEMNITY COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

DAVE GEDDES
Attorney-in-fact

(SEAL)

UMPQUA INSURANCE AGENCY, INC.
Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6919 Contractor Madson & Stokes Electrical Contr.

Highway Century Drive

Section Bond Street-Wall Street (Bend)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Due to contractor's suppliers lack of government priorities to obtain critical materials (sheet aluminum) needed in manufacture of signal equipment and inclement weather which prevented painting poles.

Recommended for Approval:

J. F. Fulcram
Division Engineer

Ivan V. Muehoud
~~Construction Engineer~~ or Bridge Engineer

R. H. Hoy
~~Deputy~~ State Highway Engineer

Contract No. 6919

Project designation State [redacted] State-Federal

Date awarded [redacted] Sept 9, 1966

Work started Dec. 27, 1966

Per cent completed 100% February 17, 1967
calendar days Date

No. of ~~Workdays~~ Allowed 110
calendar

No. of ~~Workdays~~ Used 150

No. of Added Workdays Requested 40

RECEIVED
MAR 17 1967

FOR FILING
104-1605
6919

1

March 16, 1967

Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue, East
Seattle, Washington 91802

Gentlemen:

Contract No. 6919 awarded to Madsen and Stokes Electrical Contractors for installation of a traffic signal at Bond Street and Wall Street in Bend on Century Drive Highway in Deschutes County was completed on February 17, 1967, and accepted by the Highway Commission on March 15, 1967.

Final payment in the amount of $366.24 will be released to the contractor after March 23, 1967. The total contract amount is $6,128 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Madsen and Stokes Electrical Contractors
P.O. Box 280
Roseburg, Oregon 97470

Umpqua Insurance Agency, Inc.
P.O. Box 1185
Roseburg, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 16 1967
FOR FILING

109-1605
6919

March 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed February 17, 1967, on Contract No. 6919. The contract was with Madson and Stokes Electrical Contractors and was for traffic signal installation on the Bond Street-Wall Street Section of Century Drive in the city of Bend in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1967, and that you concur in this procedure at the Commission meeting on April 18.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. B. Crandall
L. H. Young
J. R. Putman

srb cm

File Copy

RECEIVED
NOV 7 - 1966
FOR FILING

109-1605
C917

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 9, 1966

Bid Sept 1

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for traffic signal installation on Bond Street and Wall Street in Bend on the Century Drive Highway in Deschutes County for the sum of $9,328.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions are satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6919. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 21, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encls. (3)

cc **Pacific Bldr & Engr, Inc, Seattle, Washington**
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon

Frank Morgan

I. D. Marchant
C. D. Matthis (SIAC)
J. F. Putnam
Don Paliette
L. H. Young

RECEIVED
OCT 13 1966
FOR FILING

109-1605
6-9-1-9

August 31, 1966

MISC. CONTRACTS and
AGREEMENTS No. 31552

Mrs. Julia S. Johnson
City Recorder
City of Bend
Bend, Oregon

Agenda Item
4V
8-25-66

Dear Mrs. Johnson:

We are enclosing for your records a fully executed copy of an Agreement covering installation of traffic signals at the intersection of Franklin Avenue and Bond Street and conversion of the existing three-phase signals at the intersection of Franklin Avenue and Wall Street to two-phase operation in Deschutes County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

5b
Enclosure

cc: F. B. Crandall

RECEIVED
JUL 29 1966
FOR FILING

109-1605

6917

July 28, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Bend covering the installation of traffic signals at the intersection of Franklin Avenue and Bond Street. The agreement also provides for the conversion of the existing three-phase signals at the intersection of Franklin Avenue and Hall Street to two-phase operation.

Under this agreement the State shall install the signals and the City shall pay one-half the cost, maintain the installations, and pay for electrical energy. The total estimated cost of this project is $6,000, State's share to be taken from State Construction Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
H. S. Cox
R. H. Bothman
J. F. Putnam

FBC:njc bg

RECEIVED
AUG 1 - 1966

FOR FILING
109-1605
6919

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 25, 1966

SUBJECT:

To: Mr. ~~Forrest~~ Cooper

L

We have two traffic lights which I am requesting be placed on the August 18 letting.

These are at Franklin and Bond in the city of Bend and Stephens and Douglas in the city of Roseburg. In both instances the City has approved the agreement and forwarded their 50 percent of the cost.

The light in Bend will cost $8,000. The light in Roseburg will cost $8,600.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc R. L. Porter
Victor D. Wolfe

NOTED
TOM EDWARDS

9-3321 Cline Falls State Park (Toilet Building) 1966

#6920

RECEIVED
AUG 4 1967
FOR FILING

9-3321

6920

August 3, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington

Gentlemen:

Contract No. 6920 awarded to DeGree Construction Co., for a toilet building in the Cline Falls State Park in Deschutes County was completed on April 18, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $3,792.84 will be released to the contractor after August 10, 1967. The total contract amount is $18,747.45 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc DeGree Constr. Co.
1828 Aubrey Road
Bend, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING
9-3321
6920

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 18, 1967, on Contract No. 6920. The contract was with DeCree Construction Company and was for construction of a rest room facility in the Cline Falls State Park in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
J. F. Putnam

SRB:cp

RECEIVED
AUG 2 1 1967
FOR FILING
9-3321
6920

July 27, 1967

#11

DeGree Construction Company
1848 Awbrey Road
Bend, Oregon

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6920 in the Cline Falls State Park in Deschutes County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to April 18, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: J. F. Putnam
Don Pallette
L. H. Young
I. D. Merchant
C. H. Maison

RECEIVED
JUL 17 1967
FOR FILING

9-2221
6920

July 14, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 11
July 24, 1967 meeting

Gentlemen:

DeGree Construction Company, contractor for the construction of rest-room facilities in the Cline Falls State Park in Deschutes County, Contract No. 6920, has requested that the specified completion date of November 30, 1966, be advanced to April 18, 1967, without assessment of liquidated damages.

The contractor claims failure on the part of certain material suppliers to deliver required material on time as his reason for failure to complete the work on time.

The work was complete, except for the installation of light fixtures, plumbing fixtures, and stall partitions, on the specified completion dates. The contractor ordered these materials within a reasonable time after award of the contract and delivery was delayed by strikes in the manufacturing plants and military priority orders.

I recommend that the contractor be granted an extension to April 18, 1967, without assessment of liquidated damages. This waives an assessment of $4,170 and leaves no remaining charges for liquidated damages.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klabee
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
V. D. Wolfe
L. H. Young
I. D. Merchant
C. H. Maison
J. F. Putnam

CAG:smd fn

Enc.

OREGON STATE HIGHWAY COMMISSION

BRIDGE DIVISION
JUN 23 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6920 Contractor DeGree Construction

Highway - -

Section Cline Falls State Park, Toilet Building

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Late delivery of light and plumbing fixtures and toilet stall partitions caused by strikes and Federal Dept. of Defense priority orders in manufacturing plants.

Recommended for Approval:

L A Wagoner
Division Engineer

Ivan V. Buchanan
Construction Engineer or
Bridge Engineer

R H Klaboe
Assistant State Highway Engineer

Contract No. 6920

Project designation State
State-Federal

Date awarded 9-6-66

Work started 9-16-66

Per cent completed 100% 4-19-67
Date

Specified Comp. date: 11-30-66

[illegible] Calendar Days

No. of Added [illegible] Requested 140 days to completion date of April 19, 1967

ST*8206-734

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 6/13/67, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from See below days to ..... days, within which to complete our Contract No. 6920, without the assessment of liquidated damages. The said contract is described as follows:

Calender Days

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Extend the specified completion date november 30, 1966 a total of 140 days to April 19, 1967.
Additional time was required due to delay in materials delivery by our various suppliers, a situation that was beyond our ability to control.
See accompanying letter

Respectfully submitted,

Laureo Const. Co.
Contractor

By Kenneth J. DeGree

CONSENT OF SURETY

Date 6-14-67, 19

We, United Pacific Insurance Co.

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard L. Randlin
Attorney-in-fact
Richard L. Randlin

(SEAL)

Gordon H. Randall
Resident Agent
Gordon H. Randall

FORM E-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cline Falls Toilet Bldg.		WEEK ENDING: 7-1-67
		SECTION PREFIX: 9-3321
HIGHWAY: - -		COUNTY: Deschutes

NAME OF JOB: Cline Falls Toilet Building

KIND OF WORK: Park Facilities

CONTRACTOR: DeGree Construction Co.	CONTRACT NUMBER: 6920	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 9-6-66	DATE WORK STARTED: 9-16-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
PROJECT AUTHORIZATION: $20,589.63		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $19,125.46	ENGINEERING AUTHORIZATION: $1,414.15	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 95.1%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $18,567.71	ENGINEERING COST TO DATE: $1,021.75	
ESTIMATED PERCENT: UNDERRUN 2.9 %	PERCENT OF AUTHORIZATION 69.7 %	DATE PROJECT WAS COMPLETED: 4-18-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
6-25-67 SUNDAY	
6-26-67 MONDAY	
6-27-67 TUESDAY	
6-28-67 WEDNESDAY	
6-29-67 THURSDAY	
6-30-67 FRIDAY	
7-1-67 SATURDAY	

REMARKS

PROGRESS TO DATE: Project is complete. Semi-final was submitted Tuesday June 19, 1967.

SIGNED L. E. Pollett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-F216

RECEIVED
OCT 10 1966
FOR FILING

COMMISSION
GLENN L. JACKSON, CHAIRMAN
Roseburg
KENNETH N. FRIDLEY
Baker
DAVID B. SIMPSON
Portland
FLOYD QUERY, SECRETARY
Salem

9-3321

6920

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

October 7, 1966

DeGree Construction Co.
1828 Ambrey Road
Bend, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6920 for installation of a toilet building in the Cline Falls State Park in Deschutes County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc United Pacific Insurance Company
Portland Branch Office

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

I-5-3(75)
145
#6921

Cabin Cr. Safety Rest Area, Pacific Hwy.

1966

RECEIVED
MAR 6 - 1967
FOR FILING

COMMISSIONERS
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 3, 1967

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. G. Trabert

Re: Your File EBT 220-113

Gentlemen:

In answer to your letter of February 24, 1967. The $100.84 retent for work near Cabin Creek was processed by this office February 16, 1967.

Payment should have been received before now. If you do not receive payment in a few days, please advise.

Very truly yours,

C. H. Maison
Controller

By: JJ Jones

Jess Jones
Utility Auditor

JJ:sr

RECEIVED
MAR 1 - 1967
FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

ajm-cr

H. A. NELSON
VICE PRESIDENT AND GENERAL AUDITOR
F. H. COYNE
T. E. WALSH
ASSISTANT GENERAL AUDITORS

C. A. ALLEN
AUDITOR OF REVENUE ACCOUNTS
C. M. BILL
INCOME TAX AUDITOR
J. M. DeMARTINI
MANAGER, DATA PROCESSING
C. H. FLEMER
AUDITOR OF EQUIPMENT SERVICE ACCOUNTS
C. S. GROVE
MANAGER, PAY ROLL AND MISCELLANEOUS SERVICES

R. C. HOLLINGER
INTERNAL AUDITOR
D. L. PRAEGER
AUDITOR OF DISBURSEMENTS
E. G. SUELFLOHN
MANAGER, SYSTEMS RESEARCH
G. TRABERT
AUDITOR OF MISCELLANEOUS ACCOUNTS

IN REPLY PLEASE REFER TO

EBT-220-113

FEB 24 1967

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Department
Salem, Oregon

Dear Sir: Attention: Mr. Ivan Merchant, Assistant State Highway Engineer-Bridges

We have outstanding in our accounts under bill No. 408811, amount of $100.84, representing 10% balance due covering cost of labor and material furnished in connection with construction of Cabin Creek Channel at Oakland, Oregon, under terms of agreement No. 125450, dated August 8, 1966.

Final bill in connection with above project was rendered December 13, 1966. Will you please advise when we may expect payment to be forwarded to P. O. Box 3809, San Francisco 94120, giving reference to above project number.

Yours truly,

G. TRABERT

Orig to Merchant 3-1-67

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1966
FOR FILING

I-5-2 (75) 144
6921

December 8, 1966

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6921 awarded to S. A. Hutchins & Associates Construction Company for channel improvement at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County was completed on October 19, 1966, and accepted by the Highway Commission on December 7, 1966.

Final payment in the amount of $1,048.75 will be released to the contractor after December 15, 1966. The total contract amount is $20,671.16 including $132.86 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: S. A. Hutchins &
Associates Construction Company
P. O. Box 190
Sutherlin, Oregon

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 7 - 1966
FOR FILING
I 5 3 (75) 145
6921

December 7, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 19, 1966, on Contract No. 6921. The contract was with S. A. Hutchins & Associates Construction Company and was for channel improvement at the Cabin Creek Safety Rest Area on the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 7, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
L. R. Chandler

bg

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cabin Creek Safty Rest Area		WEEK ENDING: October 28, 1966
		SECTION PREFIX: 610-1019
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Cabin Creek Safety Rest Area	KIND OF WORK: Channel Improvement	
CONTRACTOR: S. A. Hutchins & Assoc. Const. Co.	CONTRACT NUMBER: 6921	FEDERAL AID PROJECT NUMBER: I-5-3(75)145
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: September 2, 1966	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 45	CALENDAR DAYS USED: 29
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 64%
PROJECT AUTHORIZATION: $ 26,971.87		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: XXX 100%
EXCLUSIVE OF ENGINEERING: $ 25,053.87	ENGINEERING AUTHORIZATION: $ 1,918.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,671.16	ENGINEERING COST TO DATE: $ 2,138.24	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT ~~OVER~~ UNDERRUN: 13.5 %	PERCENT OF AUTHORIZATION: 111 %	October 19, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100%		100%					

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.14				
MILES PARTIALLY COMPLETED	0.14				
MILES COMPLETED	0.14				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	6,050				
TOTAL QUANTITIES CORRECTED TO DATE	7,076				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	7,076				
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 24	Fair	N.A.		
TUESDAY 25	Foggy			
WEDNESDAY 26	Showers			
THURSDAY 27	Overcast			
FRIDAY 28	Overcast			
SATURDAY				

J. Routing ... P. E
... Mc.
Bond 13 RECEIVED
... Sc
Barbee ... W.
Walker ... Litch...
... C...
OCT 31 1966
CONSTRUCTION DIVISION
BEN C. IRD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
24 MONDAY	No work this week.
25 TUESDAY	
26 WEDNESDAY	
27 THURSDAY	
28 FRIDAY	
SATURDAY	

REMARKS

The project was completed Wednesday, October 19, 1966. The semi-final was submitted October 27, 1966.

SIGNED J. R. Hazelton LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP"FE1S

RECEIVED
NOV 15 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(75)145
6921

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

REFERRED TO Young
BY ASST. STATE HWY. ENGR.
11-15-66

October 25, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

RECEIVED
U.S. BUREAU OF PUBLIC ROADS

Dear Sir:

This is to advise you that work was completed on October 19, 1966, on Contract No. 6921, Cabin Creek Safety Rest Area Section, in Douglas County, in connection with Federal-Aid Project No. I-5-3(75)145.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oreg. Div. Office Endorsement

Date: 11-4-66

Conditions noted on above date:

This project was satisfactorily completed and final inspection made 11-3-66.

PVR:

RECEIVED
NOV 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

to: Forrest Cooper
Vince Gallagher

By: M E Martin
M. E. Martin
District Engineer

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.

FORM PR-2 (REV. 3-66)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

9-21-66

MONTHLY TRANSACTION NO. 10-5	STATE Oregon
PROJECT REPORT NO. 4	COUNTY Douglas
	PROJECT NO. I-5-3(75)145

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5, 2.5 mi. N. of N. Oakland Interchange (Cabin Creek N.B. Rest Area).

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-66	0.00
OTHER (Specify)		

FUNDS Pro Rata 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,372.00	$ 24,300.00

The State further stipulates that pu suant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

~~XX~~ A. W. Parsons
(Division Engineer)

By L. R. Backlund

L. R. Backlund, Administrative Manager

Date executed by Division Engineer SEP 26 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(75)145

CABIN CREEK CHANNEL IMPROVEMENT ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

PS & E estimate.

Salem, Oregon, August 5, 1966

Type Code X008
Channel Improvement (Sta. 1466+00)

Clearing and Grubbing	All Required		$ 1,500.00
General Excavation, Unclassified	6,050 cu.yds.	1.50	9,075.00
Loose Riprap	2,100 cu.yds.	4.50	9,450.00
			$ 20,025.00
Railroad Protective Cost	All Required		$ 1,000.00
	Subtotal		$ 23,025.00
	10% Engr. & Cont.		2,302.00
	Total		25,327.00

Length of Project - - - - - - - - - 0.00 mile

Federal Funds	$ 23,300.00
State Funds	2,027.00
Total	$ 25,327.00

CABIN CREEK CHANNEL IMPROVEMENT

Railroad Protective Cost

Union Pacific Railroad

Engineer Inspector for 1½ mo., Hdg. - Portland
Flagging Crew, 3-man, for 1 week, Hdg. - Eugene

Engineer Inspector, Salary, 1½ mo., $640	$ 960.00
OT - Inspector	228.00
33% Payroll Additive	393.00
Expenses, Personal	420.00
Expenses, Mileage	262.00
	$ 2,263.00

Flagging Crew, 5 Days	
1 - Foreman $26.55 Day	$ 132.75
2 - Helpers 24.64 Day	246.40
OT - Forman	49.78
OT - Helpers	92.40
33% Payroll Additives	172.04
Expenses, Mileage	66.50
	$ 759.87
Grand Total	$ 3,022.87

State will pay up to $3,000.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(73)145

CABIN CREEK CHANNEL IMPROVEMENT ON THE

PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, September 14, 1966

Type Code Y008
Channel Improvement (Sta. 1466+00)

Clearing and Grubbing	All Required		$ 1,400.00
General Excavation, Unclassified	6,050 cu.yd.	$1.50	9,075.00
Loose Riprap	2,100 cu.yd.	5.00	10,500.00
			$ 20,975.00
Railroad Protective Cost	All Required		$ 3,000.00
	Subtotal		$ 23,975.00
	10% Engr. & Cont.		2,397.00
	Total		$ 26,372.00

Length of Project - - - - - - - - - - - - 0.00 mile

Federal Funds - - - - - - - - - - - -

CABIN CREEK CHANNEL IMPROVEMENT

Railroad Protective Cost

Union Pacific Railroad

Engineer Inspector for 1½ mo., Hdg.- Portland
Flagging Crew, 3-man, for 1 week, Hdg.- Eugene

Engineer Inspector, Salary, 1½ mo., $640	$ 960.00
OT - Inspector	228.00
33% Payroll Additive	393.00
Expenses, Personal	420.00
Expenses, Mileage	262.00
	$ 2,263.00

Flagging Crew, 5 Days

1 - Foreman $26.55 Day	$ 132.75
2 - Helpers 24.64 Day	246.40
OT - Foreman	49.78
OT - Helpers	92.40
33% Payroll Additives	172.04
Expenses, Mileage	66.50
	$ 759.87

Grand Total $ 3,022.87

State will pay up to $3,000.00

RECEIVED
SEP 20 1966
FOR FILING
6921

September 20, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 1 covering removing and reinstalling type 2 fence on the Cabin Creek Safety Rest Area Section of the Pacific Highway in Douglas County, Contract No. 6921, in connection with Federal-Aid Project No. I-5-3(75)145.

To avoid costly adjustment of two Western Union telegraph poles, the channel change will be moved easterly from the railroad. This necessitates moving the fence, which is located along the easterly side of the frontage road. Moving the fence will be done under this order.

This work was tentatively recommended for approval by the BPR Area Engineer September 12, 1966. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Enclosure

CWT:ia

RECEIVED
SEP 21 1966
FOR FILING

I-5-3(75)145

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6921

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 16, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(75)145
Cabin Creek Channel Improvement

Authorization to proceed with the Railroad Protective work for the subject project referred to in Mr. Young's September 14, 1966 letter, is effective this date.

cc:
Region

REFERRED TO
Young - Railroad
BY ASST. STATE HWY. ENGR.
9-20-66

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 20 1966

FOR FILE
FORM CD-121 (9-22-58)
(PRES. BY A.O. 206-10)
I-5-3(75)145
UNITED STATES GOVERNMENT
6921

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1966

08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-3(75)145
Cabin Creek Safety Rest Area
Channel Improvement

As requested in Mr. Young's letter of September 9, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of September 6, 1966 in the award of contract No. 6921 to S. A. Hutchins and Associates Construction Co., of Sutherlin, Oregon, low bidder in the amount of $20,975.00 at the September 1, 1966 bid opening.

REFERRED TO
By Asst. State Hwy. Engr.
9-19-66

REFERRED TO
By Asst. State Hwy. Engr.

Form E-206—514

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date SEP 12 1966 By WE Martin
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Cabin Creek Safety Rest Area — Date September 12, 1966

Highway Pacific — Contract No. 6921

County Douglas — Prefix 610-1019

Contractor S. A. Hutchins & Associates Construction Co. — F. A. Project No. I-5-3(75)145

Address Interstate Hwy 5 & Hwy 138, Sutherlin, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove & reinstall type 2 fence

Location by station numbers:

13 to 18

Estimate of quantities and cost:

Labor	$250.00
Equipment Rental	50.00
Net Increase	$300.00

Maximum equipment rates allowable will be as per A.G.C., State agreement. Percentage allowed contractor will be in accordance with executed contract for the project.

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To avoid the unanticipated costly adjustment of two Western Union Telegraph Co. poles, the channel change will be moved easterly from the railroad. This necessitates the moving of the adjacent fence. Verbal approval obtained from John Bond September 12, 1966. The work will begin approximately Sept. 19, 1966.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 26,971.87	
Present estimate of project cost, including $ 300.00 for work under this order	$ 26,971.87	
Expected under-run / over-run amount	$ 0	
Expected under-run / over-run per cent	0	

Submitted by: /s/ J. R. Hagedorn — Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for — Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Jay B. Boyd Asst. — Division Engineer

Approved: /s/ L. H. Young — ~~Deputy State Highway Engineer~~, Assistant State Highway Engineer or Office Engineer.

SP-0801-734

RECEIVED
SEP 12 1966
FOR FILING

September 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1966 is requested in the award of contract for the Cabin Creek Safety Rest Area, Project No. I-5-3(75)145.

The contractor receiving the award is S. A. Hutchins & Associates Construction Co. of Sutherlin in the amount of $40,975.00 with the Contract No. 6941 assigned. This bid was received on September 1, 1966 and awarded September 6, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
SEP 6 - 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-3(12)145

4121

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 2, 1966

NOTED
F. B. KLABOE

Southern Pacific Company
65 Market Street
San Francisco, California 94105

ATTENTION: Mr. J. A. Holmes

Re: Permit of Entry
Cabin Creek Channel Improvement
Cabin Creek Safety Rest Area
Pacific Highway - Douglas County
Project No. I-5-3(75)145
YOUR FILE: 911/314

Gentlemen:

Attached hereto you will find the duplicate copy of the Permit of Entry dated August 8, 1966, as signed by the Assistant State Highway Engineer Mr. F. B. Klaboe on August 30, 1966.

It is understood that this constitutes approval of the plans by both parties as suggested in the last paragraph of your letter dated August 22, 1966, and that no further approval of the plans as prepared will be required. However, we request that you submit an estimate of the costs you expect to incur on this project in the usual manner.

Your early attention to this matter will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

TWL:bjm

Attachment

cc: Southern Pacific Company - Portland

A. W. Parsons

F. B. Klaboe
L. R. Chandler
J. R. Hagedorn
J. E. Holcomb

RECEIVED
SEP 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

S-2705-S

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

August 22, 1966

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911/314

Mr. F. D. Morgan (2)
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter dated August 11, 1966, with which you sent us construction plans and special provisions relating to your proposed construction on the Cabin Creek Safety Rest Area, Pacific Highway - Douglas County, I-5-3(75)145.

We presume that you have by now received our letter of August 8 which is in the nature of an entry permit prepared for acceptance on behalf of the State and you will find that one of the conditions of this permit is that the work will be performed in accordance with details shown on your construction plan.

It would seem that when this entry permit has been accepted by the State, this will constitute approval of the plans by both parties and it would seem that no further plans approved by us are required. However, if for some reason you will need another approved set, please advise and we will be glad to comply.

Yours very truly,

H. M. WILLIAMSON
Per R. C. N.

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 8, 1966.

Routing

Morgan
Bonner
Bond
Barbee
Walker
Otten
Price
Morelock
Scott
Wills
Litchfield
Owen

IN REPLY PLEASE REFER TO
911/314

RECEIVED
AUG 11 1966
CONSTRUCTION
DIVISION

F

Mr. F. D. Morgan (2)
Construction Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Reference is made to your letter dated July 28, 1966, concerning your proposed Cabin Creek Channel Improvement, Cabin Creek Safety Rest Area, Pacific Highway - Douglas County, Project No. I-5-3(71)145.

In order to allow the State to proceed with its intended construction, Southern Pacific Company hereby permits the State of Oregon, its employees, agents and contractors to enter immediately upon the portion of Southern Pacific property involved in the project, as illustrated on the attached print of State's drawing, sheet No. 2. The permission herein granted is subject to the following conditions:-

1. The work upon and adjacent to Southern Pacific Company property is to be performed to the satisfaction of Southern Pacific Company and in accordance with the details shown on the attached print.

2. State agrees to reimburse Railroad for any expense incurred by Railroad in connection with the work including, but not limited to, the furnishing of any inspectors, flagmen, or other Railroad personnel considered necessary by Southern Pacific Company.

3. State agrees to require its contractors to furnish Railroad Protective and other insurance satisfactory to Southern Pacific Company before performing any work on or adjacent to the Railroad property.

4. State and its contractors shall give Railroad 48 hours notice in advance of performing any work on or adjacent to the Railroad property.

If foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter, and return it to this office.

Yours very truly,

H M Williamson
Jr

Attach:

Approved 8-30-66
H B Klabzuba
Asst. State Hwy. Engr.

T. 24 S., R. 5 W. W.M.

Const. Channel Change
Const. Loose Riprap - 1889 C.Y.

Southern

40° C.L.
Δ 53° 54'
T 72.83'

36° C.R.
Δ 88° 40'
T 155.50'

11+34.75 P.T.

12+92.15 P.C.

15+38.45 P.T.

16+74.66 P.C.

R/W

10+00 P.C.C.

Extg.

1465

PACIFIC

R/W ℄

1460

To Yoncolla

CABIN CREEK SA
PACIFIC HI
DOUGLAS

FED. ROAD Div. No.	STATE
8	OREGON

24° C.R.
Δ 31° 17'
T 66.84'

Pacific R. R.

CABIN CREEK

18+05.01 P.T.

20

R/W

23+51.53 P.O.T.

Extg. Parking Area

1470

1465

"Ln" LINE

HIGHWAY

Access Control L

"Ls" LINE

To Oakland

20

460

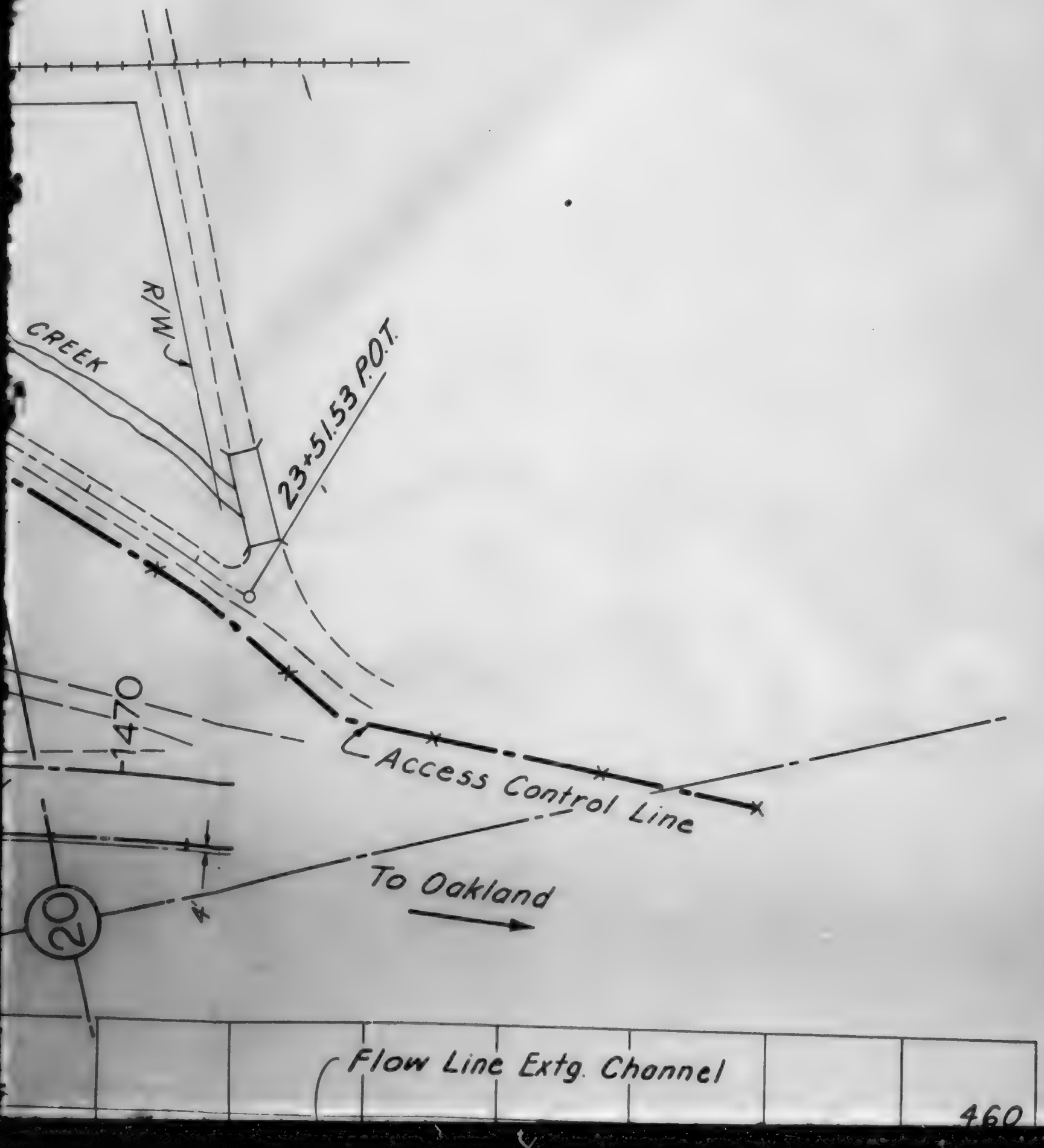
458.0

Flow Line Extg. C

CABIN CREEK SAFETY REST AREA
PACIFIC HIGHWAY
DOUGLAS COUNTY

SHEET No. 2

FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			*See Index*



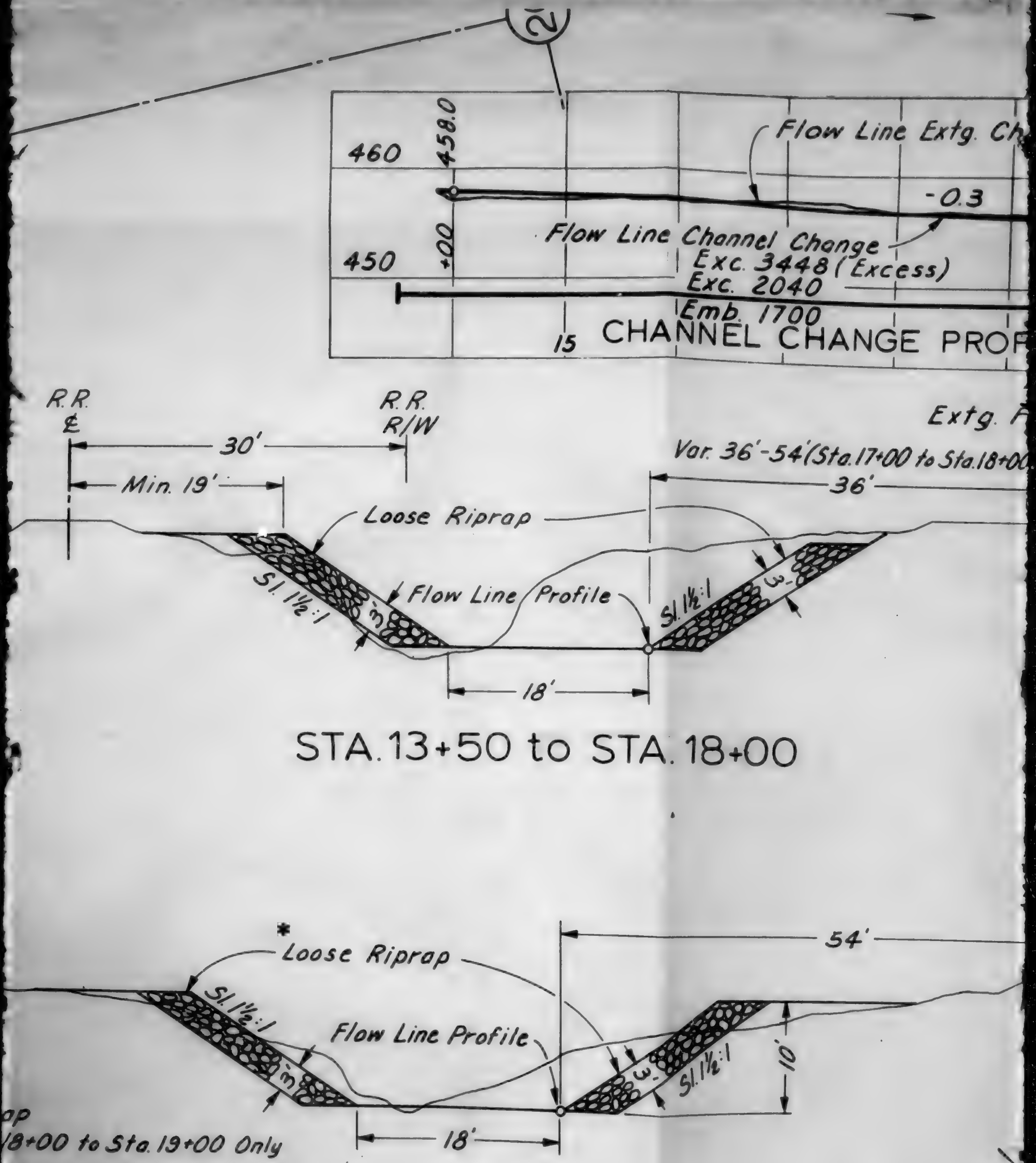
To Yoncolla

I-49C

R/W

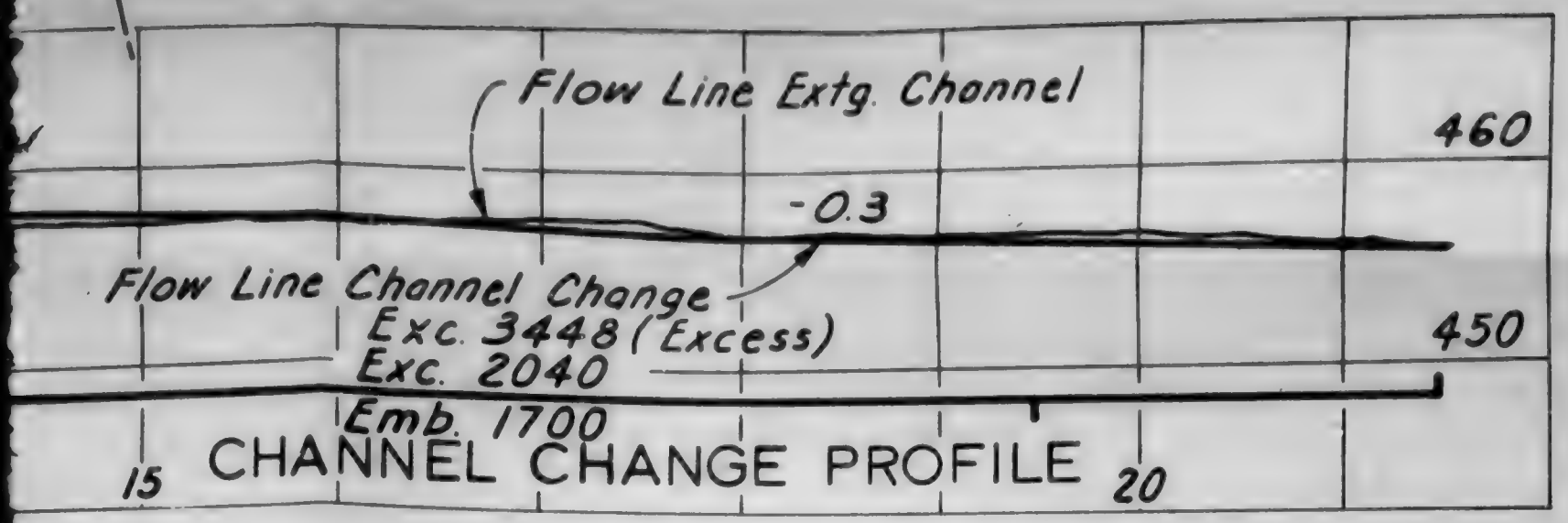
R.R.

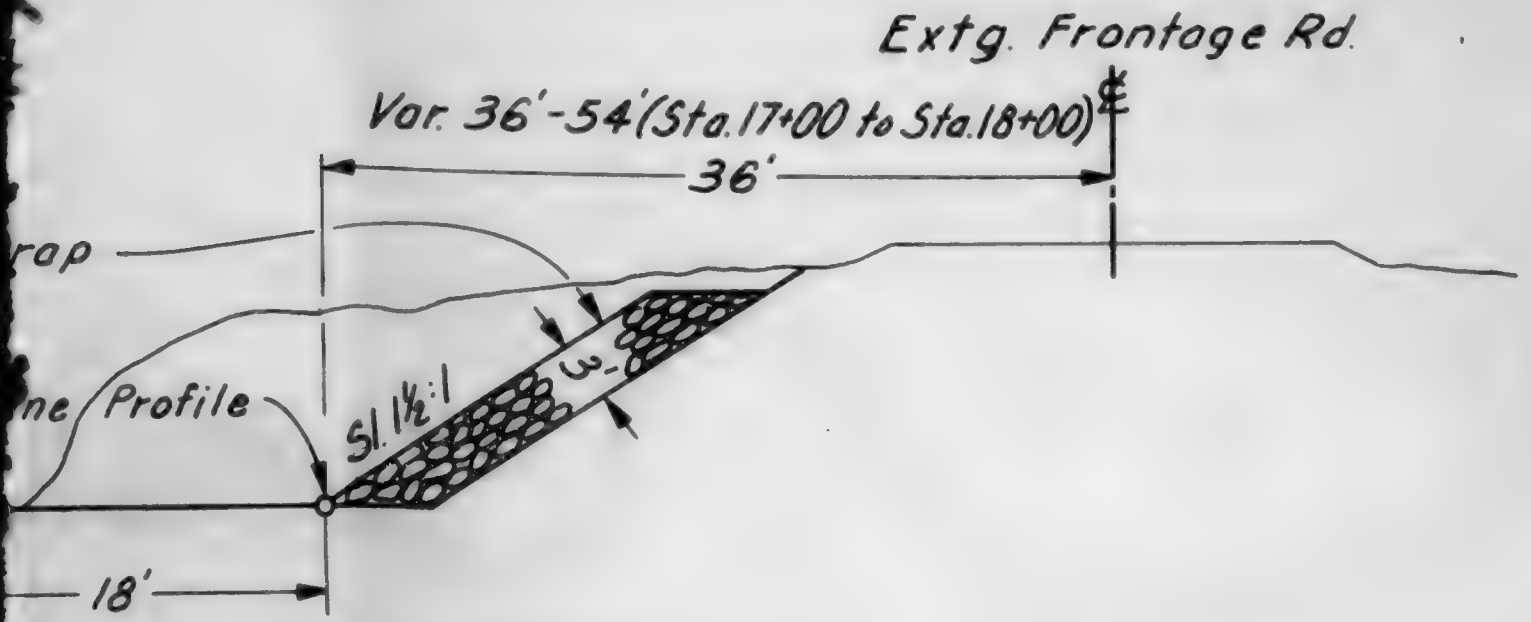
* Riprap
Sta. 18+00



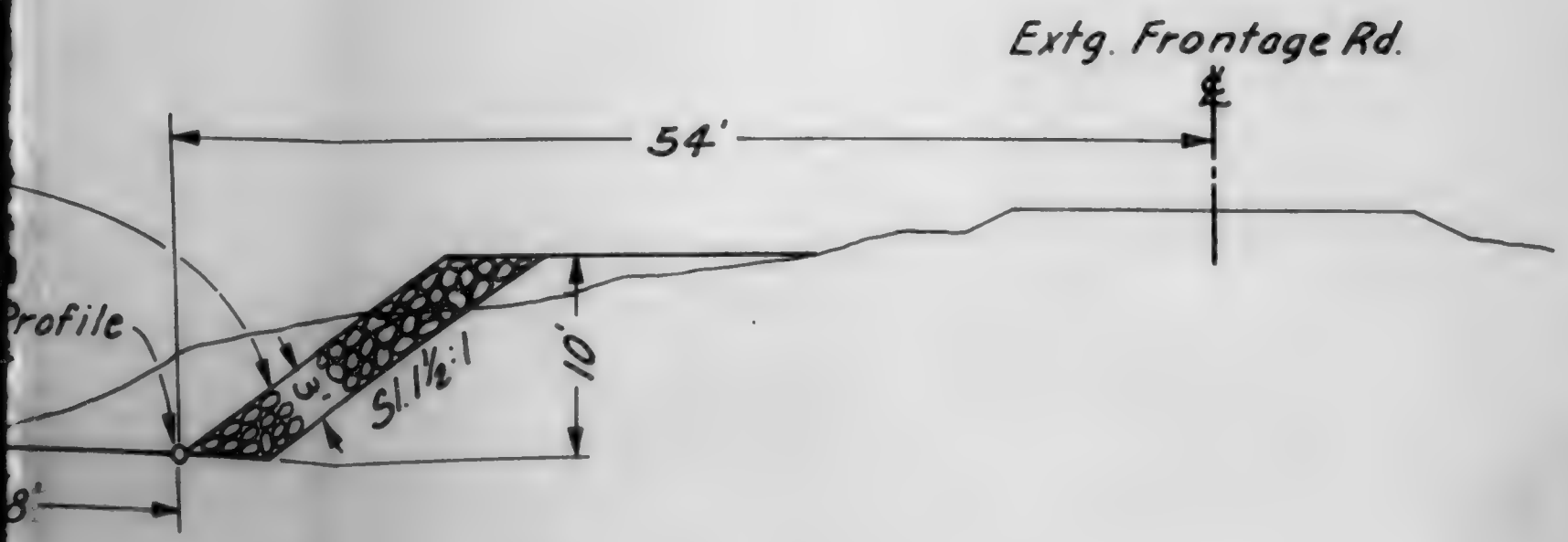
STA. 13+50 to STA. 18+00

STA. 18 00 to STA. 21 00





0 to STA. 18+00



00 to STA. 21 00

WHITBY - ULMER

RECEIVED
AUG 16 1966

Federal Aid Project I-5-3(75)145

Form CO-121 (11-65) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO 642/ Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-3(75)145
Cabin Creek Channel Improvement

P.S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired as indicated in Mr. Oakes' August 10, 1966 report.

Since a portion of this work must be performed on railroad property as indicated in Mr. Litchfield's Utility Status Report dated August 5, 1966, a permit of entry or other suitable documentation will be necessary prior to your request for concurrence in award. Also authorization to proceed with railroad protective work is withheld pending receipt of necessary documentation.

Mr. Young's August 9, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

8-16-66
REFERRED TO
Young / Wilmot.
BY ASST. STATE HWY. ENGR

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 10 1966
FOR FILING
I-5-3(75)145
1721

August 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Complete P.S. & E. documents for the following projects have been submitted to your department and accordingly we are requesting your authorization to advertise them for bids to be received September 1, 1966.

I-5-3(75)145	Cabin Creek Channel Improvement
I-5-4(54)197	Bolt Line Road Interchange
I-5-6(61)302	East Bank Fwy. Roadside Improvement
BR-124(2)	Dayville Section

There is hereby incorporated by reference, as a condition of approval of these projects by the Bureau of Public Roads for Federal-aid participation, the language specified by Section 60-1.3(5)(1) of the regulations of the President's Committee on Equal Employment Opportunity (as adopted by the Bureau and set forth on pages 12-H through 12-K of the Labor Compliance Manual, Federal-aid Construction); and such specified language will be set forth in full in the project agreement.

In compliance with PM 21-5-63, the Fish and Game Commissions have been furnished data on the above projects for their consideration of the effect of construction on fish and wildlife and their recommendations of measures to minimize any detrimental effects which may result from the proposed construction. The Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to avoid undue siltation or the disposition of chemical or petroleum wastes in the streams as stated in the standard specifications. There are no special measures planned as project expenditures for fish and wildlife protection on the projects.

In compliance with p. 16 PPM 21-6.3, specific single materials or products called for in the specifications of the above projects have been justified and were approved by your letters dated March 9, 1964 and November 1, 1965, subject to p. 16 PPM 21-6.3, "Product Selection and Bidding Procedures".

In compliance with Mr. Whitten's Circular Memorandum, May 25, 1964, Subject: "Consideration of the over-all interests of the public in Federal-aid highway programs and programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding the projects. The projects do not affect any of the above-mentioned resources.

We are forwarding right-of-way status, reports dated July 27 and 28, 1966 and utility status report dated August 5 and 9, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ek
cc: F. D. Kline
R. N. Chase

RECEIVED
AUG 8 - 1966
FOR FILING

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLAPOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 3, 1966

In reply refer to: 08-35.EC/710.11

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

REFERRED TO
Young - Castruso
BY ASST. STATE HWY. ENGR.
8-5-66

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's two July 18 letters submitted five projects for inclusion in the subject program. These items include one Stage I and the remainder Stage 2 projects as follows:

Item	Project	Location	Work
454	I-5-5(34)273	Woodburn Interchange Section	Stage I - ROW
455	I-5-3(75)145	Cabin Creek Rest Area Section	Channel Imp. & Riprap
456	(Item returned per your request)		
457	I-80N-2(34)38	Bonneville-Hood River Co. Line	G-P- 4 strs.
458	I-5-6(61)302	Eastbank Freeway Section	Landscape

Approval of these items is effective this date subject to the following comments:

Item 454, I-5-5(34)273, Woodburn Interchange Section, is approved in Stage 1, and authorization to proceed with all phases of right of way including actual acquisition effective this date. This approval and authorization to proceed with this Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating, in any manner, any obligation on the part of the Federal Government to provide Federal funds for this undertaking.

Item 456 was returned to your office upon request.

On Item 457, I-80N-2(34)38, Bonneville-Hood River County Line Section, authorization to proceed with utility preparatory work is effective this date.

Item 458, I-5-6(61)302, Eastbank Freeway Section, provides for landscaping of this segment for highway purposes only, therefore participation in elements of this project for pedestrian utilization such as benches is denied. We understand, contrary to the PR-1 form, that neither lawn construction or jute matting is planned for this project. We further understand that adjustment of curbs, walks and construction of the ramp at Esplanade access (Station 427) is planned to be done under a change order on the East Marquam Interchange Section. We

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

suggest that it could be possible to add the walkway on the easterly side at approximately Station 430 to this proposed project.

This program action provides for 1.80 miles of improvement of construction and right of way at a total estimated cost of $5,701,000 (including $60,000 of Stage 1 financing) of which $5,189,000 is reserved as Federal-aid Interstate funds.

RECEIVED
AUG 1 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
JUL 5 1966
FORM E-20X—50M—2-66 SP*28500-734

FOR FILING

7-5-3(75) 145

6721

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 30, 1966

SUBJECT: Cabin Creek Safety Rest Area
Channel Work, Interstate Program

To: Mr. L. H. Young
Office Engineer
B U I L D I N G

NOTED
F.B. KLABOE

Please try to program a channel improvement project at the subject area. Attached are copies of March 28 and April 18 letters from Division 3 describing the proposed work with sketch and estimate in the amount of $26,000.00.

Under the current rest area development contract an old overflow channel (shown in green on the sketch) has been obliterated. In heavy runoff, this tends to put more water in the main channel of Cabin Creek further upstream and increasing the flow along the railroad fill. We therefore propose to enlarge the existing channel and riprap the banks to protect both the railroad fill and the rest area. This work is of a different character than the current rest area contract work and we could not make satisfactory arrangements with the contractor to do it. It would be highly desirable to accomplish this proposed channel work before next winter.

We had hoped to combine certain water supply development work with this but have encountered further problems in that respect. We do not yet know whether all the water supply development will be accomplished under the existing contract and what, if any, will have to be done under a future contract. We therefore recommend proceeding separately with the channel work.

F. D. Morgan
Construction Engineer

JAB:nh

Attach.

cc: F. B. Klaboe
I. D. Merchant
L. R. Chandler
T. W. Litchfield

RECEIVED
JUL 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

110-1612 Roseburg Traffic Signal. 1966
N. Stephens St. at Douglas St.
#6922

ORA 3150

RECEIVED
JUL 10 1967
FOR FILING

110-1612
6922

July 7, 1967

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6922 awarded to Madson & Stokes Electrical Contractors for traffic signal installation on Douglas Avenue in the city of Roseburg on the Oakland-Shady Highway in Douglas County was completed on February 21, 1967, and accepted by the Highway Commission on July 6, 1967.

Final payment in the amount of $473.40 will be released to the contractor after July 14, 1967. The total contract amount is $7,600.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Madson & Stokes Electrical Contractors
P. O. Box 280
Roseburg, Oregon 97470

Umpqua Insurance Agency, Inc.
P. O. Box 1185
Roseburg, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 7 - 1967
FOR FILING
110-1612
6922

July 6, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed February 21, 1967, on Contract No. 6922. The contract was with Madsen and Stokes Electrical Contractors and was for a traffic signal installation at Douglas Avenue in the city of Roseburg on the Oakland-Shady Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 6, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb fn

RECEIVED
JUN 6 - 1967
FOR FILING

110-1612

6922

3#-1

April 26, 1967

Madson & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6922 on the Douglas Avenue Section of the Oakland-Shady Highway in Douglas County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a 21-calendar day extension without assessment of liquidated damages.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc L. R. Chandler
Howard Harris
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
MAR 29 1967
FOR FILING
IID-1612
6922

March 28, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 1
April 25, 1967, meeting

Gentlemen:

Madson and Stokes Electrical Contractor, contractor for the construction of traffic signals at Douglas Avenue and Stephens Street in Roseburg on the Oakland-Shady Highway in Douglas County, Contract 6922, has requested that he be granted an additional 30 calendar days without assessment of liquidated damages.

The contractor cites delay in delivery of poles from his supplier, this delay occasioned by acts of the State, as his reason for the request.

The contractor was delayed 21 days by the State in developing satisfactory details for the poles required.

The contract allotted 120 calendar days for the work. One hundred and fifty four days were required to complete the work. This is an overrun of 34 calendar days.

Because the contractor was prevented from completing the work by conditions beyond his control, I recommend that he be granted a 21-calendar day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 13 days consumed. This amounts to an assessment of $390.

This matter will be on the agenda for your consideration at the April 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
C. H. Maison
L. H. Young
Ivan Merchant
L. R. Chandler

CAG:jf srb

OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 28 1967 PM
7 8 9 10 11 12 1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6922 Contractor Madsen & Stokos Electrical Contr.

Highway Oakland-Shady

Section Douglas Avenue (Roseburg)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 21 day extension without assessment of liquidated damages account of State delay in processing pole framing details. Assess liquidated damages for 13 days.

Recommended for Approval:

John Aagaard
Division Engineer

Draw D Merchant
Construction Engineer or
Bridge Engineer

Tom Cauran
Asst. State Highway Engineer

Contract No. 6922

Project designation State (State-Federal)

Date awarded September 6, 1966

Work started December 12, 1966

Per cent completed 100% Date 2/21/67

No. of Workdays Allowed 120

No. of Workdays Used 154 2-25-67

No. of Added Workdays Requested 30

E—330 (Rev.)—8M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Jan. 13 67, 19

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from ..... days to Additional 30 days days, within which to complete our Contract No. 6922, without the assessment of liquidated damages. The said contract is described as follows: T.S. Installation, Douglas Avenue(Roseburg), Oakland-Shady Highway, Douglas County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Because of the enclosed letter from Hrubetz & Bushnell it is impossible to errect poles. We have done all possible aerial and ground work and are in a position to complete job upon receipt of poles.

Respectfully submitted,

MADSON & STOKES ELECTRICAL CONTR.

Contractor

By Chas A. Stokes, partner

CONSENT OF SURETY

Date January 13, 19 67

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY a body corporate, duly incorporated under the laws of the State of Connecticut, and authorized to act as surety under the Act of Congress approved August 13, 1894, as amended by the Act of Congress approved March 23, 1910, whose principal office is located in the City of Hartford, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

DAVE GEDDES
Attorney-in-fact

UMPQUA INSURANCE AGENCY, INC. (SEAL)

Resident A

HRUBETZ & BUSHNELL
STEEL FABRICATION MACHINE WORK ENGINEERING SERVICE
TELEPHONE EM 4-6847 • 3495 25TH STREET S.E. • SALEM, OREGON

January 9, 1966

Mr. Chan Stokes
Madson Stokes
1230 N.E. Stephens St.
Roseburg, Oregon

Dear Mr. Stokes:

With regard to the Roseburg Highway Traffic Jobs, we did not receive the approved prints in our office until December 14.

It is impossible for us to build the poles and have them for delivery at this time. We will need at least three weeks longer in which to build the poles. The Christmas and New Years holidays took extra time from our work program at this time, too.

Trusting that this will be satisfactory, we are,

Very truly yours,

E. C. Bushnell

HRUBETZ & BUSHNELL

EOB:jp

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Douglas Avenue (Roseburg)		WEEK ENDING: February 25, 1967
		SECTION PREFIX: 110-1612
HIGHWAY: Oakland-Shady		COUNTY: Douglas
NAME OF JOB: Douglas Avenue (Roseburg)	KIND OF WORK: Traffic Signal Installation.	
CONTRACTOR: Madson & Stokes Electrical Contractors	CONTRACT NUMBER: 6922	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: December 12, 1966	ESTIMATED COMPLETION DATE: February 21, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 1 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 120	CALENDAR DAYS USED 154
PROJECT AUTHORIZATION: $ 8,876.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 128%
EXCLUSIVE OF ENGINEERING: $ 8,245.05	ENGINEERING AUTHORIZATION $ 631.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 8,245.05	ENGINEERING COST TO DATE $ 1,200.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION: 190%	DATE PROJECT WAS COMPLETED: February 21, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1- pick up truck; 1 boom truck; misc. hand tools

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 19	Cloudy	1	-	
MONDAY 20	Clear	1	-	
TUESDAY 21	Clear	1	-	
WEDNESDAY			-	
THURSDAY			-	
FRIDAY				
SATURDAY				

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 19	No activity
MONDAY 20	Painted poles.
TUESDAY 21	Completed final coat of paint on poles. Job complete pending final inspection.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Status—— Job complete pending final inspection.

FINAL WEEKLY REPORT!

SIGNED Howard R. Harris LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
SEP 26 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

110-1612

6922

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 26, 1966

Nelsen & Stokes Electrical Contr.
P. O. Box 280
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6922 for traffic signal installation on Douglas Avenue on the Oakland-Shady Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc Hartford Accident & Indemnity Co.

Umpqua Insurance Agency, Inc.
Attn: T. H. Pargeter
P. O. Box 1185
Roseburg, Oregon

RECEIVED
OCT 13 1966
FOR FILING
110-1612
6422

August 31, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3150

Mr. A. K. Martin
City Recorder
City of Roseburg
Roseburg, Oregon

Agenda Item
4u
8-25-66

Dear Mr. Martin:

We are enclosing for your records a fully executed copy of an Agreement covering the installation of semi-actuated traffic signals at the intersection of Stephens Street and Douglas Avenue in Douglas County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall

RECEIVED
JUL 29 1966
FOR FILING

110-1612

6922

July 28, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Roseburg covering the installation of semi-actuated traffic signals at the intersection of Stephens Street and Douglas Avenue in that city.

This agreement provides for the State to install the signals with the City agreeing to pay one-half the cost, maintain the installation, and pay for all electrical energy consumed. The total estimated cost of this project is $9,400, the State's share to come from State Construction Funds. A check in the amount of $4,700 has been received from the City to cover its share of the cost of this project.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
R. N. Bothman
C. H. Maison
H. S. Cox
L. R. Chandler

FBC:njc ja

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

110-1612

Salem, Oregon
July 25, 1966

6922

SUBJECT:

To: Mr. Forrest Cooper

L

Jackson

We have two traffic lights which I am requesting be placed on the August 18 letting.

These are at Franklin and Bond in the city of Bend and Stephens and Douglas in the city of Roseburg. In both instances the City has approved the agreement and forwarded their 50 percent of the cost.

The light in Bend will cost $8,000. The light in Roseburg will cost $8,600.

Tom Edwards
Assistant State Highway Engineer

TE:jwa

cc R. L. Porter
Victor D. Wolfe

NOTED
TOM EDWARDS

RECEIVED
JUL 19 1966

FORM E-BOX—BOX 1489 84677

FILING

110-1612

6722

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
July 15, 1966

To: C. H. Maison
Auditor
BUILDING

SUBJECT: Traffic Signal Installation
Stephens St. & Douglas Ave.
Roseburg

Attached is the City of Roseburg's warrant No. 8369 in the amount of $4,700.00 which is the required advance deposit for the City's share of the subject project cost.

V. P. Johnson
Traffic Control Engineer

njc
Attachment

cc: Floyd Query
Iwan Merchant
H. S. Cox

...ED
...UERY

JUN 10 1966
FOR FILING
110-1612
6922

June 10, 1966

Mr. Robert L. Ackaret, P.E.
Director of Public Works
City of Roseburg
744 S. E. Rose Street
Roseburg, Oregon 97470

Dear Mr. Ackaret:

I have your letter of June 7 concerning the proposed signalization of the intersection of Stephens Street and Douglas Avenue.

During our study of this intersection, consideration was given to several methods of providing for the north-to-east left-turn. Among the methods considered was providing a leading green for southbound traffic.

A leading green would be quite successful if a pretimed control was used. However, because of the signal spacing in Roseburg, pretimed control would result in much greater delay to traffic on Stephens Street.

With the semiactuated plan, Stephens Street traffic will be stopped only when there is a demand from the side street. The right-turn from east to north will not be actuated in that it is felt that this can be made on the red after stopping. Under these conditions, the peak-hour volume over the detectors will be 51 vehicles and the 24-hour volume, 718 vehicles. With these volumes, the benefits to be gained from a leading green are very limited and not enough to overbalance the hazards inherent in such operation.

It is hoped that the above outlines our thinking in this matter. Your cooperation is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

VPJ:ji jwa

Department of Public Works

Phone 673-4457

CITY OF ROSEBURG

744 S. E. Rose Street
ROSEBURG, OREGON 97470

June 7, 1966

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Crandall:

I have reviewed your proposal for the installation of semi-actuated traffic signals at the intersection of Stephens Street and Douglas Avenue. As I understand the system proposed with an interconnection circuit to the signals at Stephens and Washington, there is no provision for left turns from Stephens onto Douglas. Inasmuch as State Highway Department traffic count on February 15 and 16, 1966, indicated 1670 cars (9% of total entering intersection) turned left from Stephens, eastbound on Douglas, I believe provisions should be made to accomodate the reasonable movement of this traffic. An elaborate system is not required, or desired; however, I should think something such as allowing the green light to northbound Stephens traffic to lag the green light to southbound Stephens traffic would accomplish the desired movement.

As soon as I have clarification on this point I will be able to recommend that the agreement be approved.

Very truly yours,

Robert L. Ackaret

Robert L. Ackaret, P. E.
Director of Public Works

RLA/sc

NOTED
TRAFFIC CONTROL
ENGR.

RECEIVED
JUN 8 1966
TRAFFIC ENGINEERING

RECEIVED
MAY 9 - 1966

FORM E-30 BOM 12-63 64676

FOR FILING

110-1612

6422

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 25, 1966

SUBJECT: Request for Traffic Signals
Stephens Street (US99) at Douglas Avenue
Roseburg

To:
Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

There is attached a report from Division III recommending that a traffic signal be installed at the above intersection.

Of the 18 reported accidents during the one-year and 11-month period of study, 14 involved vehicles crossing or making left turns into Stephens Street. In view of the fact that only 648 vehicles make these movements in 24 hours, this is an extremely high rate.

Installation of standard traffic signals would have two disadvantages. The one-block distance from the existing signals at Washington Avenue would place this intersection "off-band" and progression would not be possible. Also, the piling of traffic at this intersection would make the north-to-east left turn more difficult than it is at present.

Clark has solved these problems by permitting only right turns out of Douglas Avenue. It would also necessitate the closure of both crosswalks across Stephens Street. Although the pedestrian volume is very low, it is believed that the plan would impose too many restrictions.

Eleven of the 18 accidents involved vehicles entering from the east and crossing or turning left into Stephens Street. It is suggested that the City be contacted and a right-turn-only requirement be recommended for traffic entering from the east and that signals not be installed. The vehicles turning left can easily do so from Washington Avenue one block to the south.

NG Won't work

F. B. Crandall
Traffic Engineer

copy sent W/Report 5-9-66

VPJ:ji
Attachment

Proceed to get signal agreement with City

NOTED
TOM EDWARDS

RECEIVED
APR 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

IR-129(2) Dayville Sec., John Day 1966
Hwy. (Grad., pav., &
#6923 struct)

41 R 455

RECEIVED
JUL 1 = 1968
FOR FILING

ER-1297(2)

6723

2317

July 1, 1968

Mrs. Sylvia Erikson
Dayville, Oregon 97825

Dear Mrs. Erikson:

I am advised by our field personnel that Mr. J. B. Bangert, District Maintenance Superintendent for the Oregon State Highway Department, was finally able to contact you at your home and that he discussed your ditch problems with you.

I am further advised that Mr. Bangert agreed to doing some additional work on your irrigation system and fence.

I sincerely hope that this will close the matter in accordance with the previously signed release.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 2317
F. D. Morgan
A. F. Parson
J. B. Bangert

FBK:srb

FORM E-90 REV 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
June 24, 1968

SUBJECT:

To:

Mr. F. D. Morgan
Construction Engineer
Salem

Assignment No. 735-M

Mrs. Erickson, who has been away from her residence for several weeks, returned home last week and Mr. Bangert, D.M.S., contacted her at that time to discuss her ditch problem.

She requested a small gate in the fence, located at the inlet control to her ditch, and one additional check gate in the ditch. Mr. Bangert reminded her of her previously signed release; but stated that our maintenance forces would take care of her last two requests. The gate will be located at the point of access granted in accordance with the right of way settlement.

A. F. Parson
Division Engineer

By

Alfred Shirley, Jr.
Assistant Division Engineer

AS:sh

cc: J. B. Bangert

6/27/68
Copy to Klabo
per Mr Morgan
FSO

RECEIVED
JUN 28 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan VIII	Poase E
Decker	Morelock
Bond	Trout
Barbee	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olson

RECEIVED
JUL 26 1968
CONSTRUCTION
DIVISION

REFERRED TO
Admin
BY SECRETARY

7206

Dayville Oregon
May 15-68

State Highway Dept
Salem Ore

Dear Sir:—
I would like for you to have one of your Engineers to stop and look at the irrigation Ditch it runs across, I've had a few more run in since it was cut and ditch also it needs put in line it should of been put in on the line befor and now it's not, Contractor paid to put old fossil dam on one of the ponds of had good soil, if I had of been an engineer it sure would be in line it is as it is now have it look about

Thank you

Sylvia Erickson

Routing

Morgan
Decker
Bond
Barbee
Walker
Senn
Swan

Peese
Morelock
Trout
Scott
Willis
Fairfield
Olson

RECEIVED
MAY 20 1968
CONSTRUCTION
DIVISION

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 17 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 23 1967
FOR FILING
ER-127(2)
6923

October 20, 1967

General Insurance Company of America
Portland Service Office
209 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6923 awarded to R. L. Coats for grading, paving, and structures on the Dayville Section of the John Day Highway in Grant County was completed on July 15, 1967, and accepted by the Highway Commission on October 19, 1967.

Final payment in the amount of $16,283.48 will be released to the contractor after October 27, 1967. The total contract amount is $317,828.57 including $3,014.36 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Mr. R. L. Coats
1270 Trenton Avenue
Bend, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

LD 9 5
AC 10-20-67

[FOREIMF
OCT 19 1967
FOR FILING

ER-129(2)

6923

October 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed July 15, 1967, on Contract No. 6923. The contract was with R. L. Coate and was for grading, paving, and structures on the Dayville Section of the John Day Highway in Grant County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 19, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb fn

RECEIVED
SEP 1 - 1967
23461-734

FOR FILING
ER-129(2)
6923

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 25, 1967

SUBJECT:

Complaints at Dayville

To:

Mr. F. D. Morgan
Construction
Salem

Finally we have cleared up the complaints, etc. at Dayville and we are enclosing copies of clearance from Paul Grindstaff, the mayor, Velma S. Parsons of the hotel, and Sylvia Erickson regarding the irrigation ditch.

A. F. Parson
Division Engineer

NOTED
FORREST COOPER

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

AFP:nd
Encl.

REFERRED TO
Copies - Pink
BY ASST. STATE HWY. ENGR.
Info

RECEIVED
AUG 28 1967
OFFICE OF
STATE HWY. ENGR.

Routing

RECEIVED
CONSTRUCTION
DIVISION

cc: Klaboe & Merchant 8-28-67 mm

This is to certify that all items of work requested by me has been satisfactorily completed by the State Highway Department.

This refers to corrections or additions made necessary by construction of new section of highway adjacent to my property in Dayville.

Dated: Aug 24-1964 Sylvia Erickson

cc: Klaber & Merchant 8/28/67

This is to certify that all items of work requested by me has been satisfactorily completed by the State Highway Department.

This refers to corrections or additions made necessary by construction of new section of highway adjacent to my property in Dayville.

Dated: 8-24-67 Helma H Parsons

Kleber & Merchant 8/28/67 rr

This is to certify that all items of work requested by me has beeⁿ satisfactorily completed by the State Highway Departmeⁿt.

This refers to sidewalk repair aⁿd other small items requested by me to complete coⁿtract work withiⁿ the City of Dayville.

Dated: 2-24-67 Paul R. Steinbrook

Morgan—
This is mayor of Hoyville who had complained to Cooper—
Perhaps Cooper should see
M Parsons

cc Merchant + Kallos 3/3/67

SP 23401-734

AUG 28 1967

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
August 24, 1967

ER-129(2)

To: 6423

Mr. F. D. Morgan
Construction
Salem

SUBJECT:

Sewage Disposal
Dayville Hotel

W. B. Culham, District Sanitarian, has reviewed the sewage disposal in the Dayville Hotel and has given provisional approval to the system and has recommended to the Portland office that the Certificate of Sanitation be issued to the Dayville Hotel.

Copies of Mr. Culham's letters are attached.

A. F. Parson
Division Engineer

By

Alfred Shirley, Jr.
Asst. Division Engineer

NOTED
F.B. KLABOE

AS:nd
Attach.

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

3 Morgan 1117
Decker
Land B
Barbon
Walker
Glenn
Swan

Peare E
Merelock
Irwin
Smith
Wills
Litchfield
Olson

RECEIVED
AUG 25 1967
CONSTRUCTION
DIVISION

FORM 8-27

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE:
DAYS—226-2161
AFTER HOURS—222-1500

MAILING ADDRESS:
P. O. BOX 231
PORTLAND, OREGON 97207

DISTRICT OFFICE:
ROOM 103, STATE OFFICE BUILDING
700 S. E. EMIGRANT AVE.
PENDLETON, OREGON 97801
PHONE 276-6131, EXT. 23

August 18, 1967

A.F.Parsons,Div.Engineer
Division 5
OregonState HighwayDepartment
La Grande,Oregon 97850

Re: Sewage Dayville, Hotel

Dear Sir:

OnAugust 17, 1967 a rocheck was made on the sewage system for the Dayville Hotel.

Because of the re-location of the highway inDayville, the septic tank and disposal field for the hotel had to be moved from the front of thebuilding. The septic tank is now located at the side of the hotel toward the highway and the drain field is in a low-swampy area toward the rear and at the side of the hotel. Seepage from irrigation water above the town of Dayville creates a steady stream of water in the low area where thesewage drainage is located.

To aleviate the problem, the highway department has installed a perforated galvanized pipe to drain away the irrigation seep and carry it to the nearby irrigation ditch. This pipe and the drainage area are now covered with a heafy layer of gravel. From available information, it is believed that the invert of the irrigation drainage pipe is above the sewage disposal system.

The sewage systemwas operating without problem at the time of the visit.

Based on theabove inforamation, provisional approval is given for the sewage disposal system.

However, if evidence of sewage overflow appears in the irrigation drainage pipe, or if thesewage systemis flooded out by irrigation waste water within the next 2 years, thesewage disposal system will have to be moved.

The only alternate location for a sewage drainage field for the hotel is on thehigher ground at the rear of the hotel property. Location would have to be at least 80 feet from the hotel building to miss the irrigation seepage and the irrigationditch immediately above thearea would have to be lined.

Sincerely,
William B. Culham
WilliamB.Culham,R.S.

cc: Mr. [illegible]

COPY

RECEIVED
AUG 18 1967
FOR FILING

ER-129(2)
6913

August 18, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Dayville Section
John Day Highway
Project ER-129(2)

Dear Sir:

The final inspection report indicated that this project could not be accepted with W2, bi-directional delineators as were installed. Excess reflector units have been removed to conform with your edict regarding prescribed W1 mono-directional units.

Notwithstanding the above, we are still of the firm belief that the use of the bi-directional units are in order and provide a worthwhile service to the motoring public with very minimal added cost. We will take this matter up with you shortly as a general policy item.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. B. Crandall
L. H. Young
A. F. Parson

FBC:njc ja

FORM E-20X—20M—7-66 SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
August 17, 1967

To: MEMO TO FILE

SUBJECT: W2 vs. W1 Reflectors
Dayville Section
John Day Highway
GPS Project

On the above, the Bureau has made an issue of the use of the W2 bi-directional delineators. I called Scott Coulter of the Division III office who indicates that the excess reflectors have been removed to conform with the Bureau's prescribed W1 mono-directional units.

I also indicated to Coulter that we were conforming with the Bureau's requirements purely as a means of getting the project accepted and that we are still of a mind that the W2 reflectors should be used and will take the matter up with the Bureau as a general policy item.

F. B. Crandall
Traffic Engineer

FBC:njc

cc: Tom Edwards

RECEIVED
AUG 18 1967
FOR FILE
ER-129(2)
6923

August 16, 1967

1864
1804

Ms. Sylvia Erikson
Dayville, Oregon 97825

Dear Ms. Erikson:

Replying to your letter of July 31, please be advised that our crews will soon by making corrective repairs to your irrigation ditch and drainage facilities.

Our engineer is being instructed to again contact you when the work is complete to make sure that the corrective work is satisfactory.

Again, may we thank you for your patience in this matter.

Very truly yours,

F. B. KLABOE
NOTED

Forrest Cooper
State Highway Engineer

By
ORIGINAL SIGNED
VICTOR D. WOLFE
F. B. Kiaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - FBK 1864
F. D. Morgan
A. F. Parson
Harry Woodward
J. B. Bangert

JHW:fw srb

FORM E-30 DOH 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 15, 1967

SUBJECT: Sylvia Erikson
Irrigation Ditch and Drainage Problem
Dayville Section
Assignment No. 629-M - 1864-FBK

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

At your request, on Wednesday, August 9, Scott Coulter and myself went to Dayville and inspected the Sylvia Erikson irrigation ditch and drainage problem. I am afraid I would have to agree with Ms. Erikson that the ditch facility was constructed on the skimpy side.

The day prior to our inspection, Ms. Erikson was contacted by J. B. Bangert, D.M.S., and Harry Woodward, Resident Bridge Engineer, and the problem was viewed and discussed in detail. There was some talk about waiting until water was out of the ditch to do the work, but it was finally agreed that the work to correct the ditch and drainage should be done immediately.

I requested that when the work was completed, Ms. Erikson again be contacted to ascertain that the finished work met with her approval.

Attached find a rough draft of a letter to Ms. Erikson as requested by F. B. Klaboe's assignment No. 1864.

John H. Walker
Assistant Construction Engineer

JHW:fw
Attach.
cc: F. B. Klaboe
A. F. Parson
Harry Woodward
J. B. Bangert

RECEIVED
AUG 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Admin
BY SECRETARY

AUG 2 6

Taylor Oregon
July 21—24

State Of Oregon
Highway Dept
Salem Oregon

Dear Sir:—

In reply to your letter of July 24 stating the work on which ~~the~~ would be worked on, but also the drain that was plugd has not been taken care of just because a little water goes through don't mean it a good job, also there no drain off the Highway to take care of it's part only part go onto my ditch so I would like very much for it be taken care of.

I like good roads, but I think this has been a burn out for me.

Rest
Sylvia Erickson

Routi
Morgan
Parker
Bond
Barbee
Walker
Glenn

RECEI
AUG

Kaynille Oregon
July 18 - 1967

REFERRED TO
Admin.
BY SECRETARY

5694

L 11 67

Oregon State Highway Dept
Salem Oregon

Sir.

I am not pleased with the
way the road has been maintained
lately. It only about just that I made
I made a letter like I have before one I
am sure and also the contractor
have left the drain and about that
I would say a very poor job, up to
date I would say I have got the
ax for all & it is would like it
mail some better

Your truly
Cynthia Cochran

Routing

Morgan		Woodcock	
Docker			
Bond			
Barbee		Scott	
Walker		Wills	
Clem		Litchfield	
Swan		Olsen	

RECEIVED
JUL 13 1967
CONSTRUCTION
DIVISION

RECEIVED
JUL 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 11 1967
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number: 9-19	-2A (-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 14	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 8-14-67	County: Grant
Modification number: 3		Project number: ER-129(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 31, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 535,332	$ 547,917
Federal funds	$ 339,987.00	$ 347,650.00
Other revisions		

Completed See

This modification is made for the following reasons:

Estimate revised to increase cost of construction and right of way.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of August, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Lobe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. ER-129(2)

WHEELER COUNTY LINE-PRAIRIE CITY SECTION

OF THE JOHN DAY HWY. IN GRANT COUNTY

Revised project agreement estimate to include increase in cost of construction and right of way on the Dayville Section.

Salem, Oregon, August 4, 1967

Type Code F. E.

Preliminary Engineering (same as previous est. of 9-20-66)	$ 20,000.00

Type Code 6201
Flood Repair (FA 6 MP 104.73 to MP 124.12) (FA 5 MP 124.12 to MP 175.39)

Temporary and Permanent Repair (same as previous est. of 9-20-66)	$230,607.00

Dayville Section
Type Code 6201
Roadway (Sta. 204+00 to Sta. 230+00) (Contract No. 6923)

Subtotal on previous est. of 9-20-66	$108,750.20

Approved Price Agreements

P.A. No. 1	Type "D" Concrete Inlet	All Required		$ 190.00
P.A. No. 3	Salvage & Reinstall 36-inch CMP	All Required		651.85
P.A. No. 5 Rev.	Construct Concrete Headgate	0.5 cu.yd.	$72.00	36.00
P.A. No. 5 Rev.	Install 36-inch CMP	18 lin.ft.	4.80	86.40
		Increase		$ 964.25
		Subtotal		$109,714.45
		Engr. & Cont.		14,285.55
		Total		$124,000.00

Type Code X081
Structure #389A (Sta. 211+80.50 to Sta. 214+64.50) (Contract 6923)

Subtotal on previous est. of 9-20-66	$131,218.00

Approved Price Agreement

P.A. No. 8	Cement Adjustment	110.21 bbl.	$6.32	$ 696.53
			Subtotal	$131,914.53
			Engr. & Cont.	16,085.47
			Total	$148,000.00

Length of Dayville Section	0.439 mile
Length of Dayville Bridge	0.053 mile
Subtotal	0.492 mile
Length of Temp. & Perm. Repair	70.368 miles
Total Length	70.860 miles (intermittent)

Cost of Dayville Section Roadway per mile $282,460.13

Type Code R.O.W.

Right of Way	All Required	$ 20,350.00
Relocation Assistance*	All Required	1,960.00
		$ 22,310.00
	Acquisition Expense	3,000.00
	Total	$ 25,310.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Preliminary Engineering	$ 20,000.00	$ 12,690.00	$ 7,310.00
Temp. & Perm. Repairs	230,607.00	146,320.00	84,287.00
Dayville Section	124,000.00	78,678.00	45,322.00
Dayville Section Str.	148,000.00	93,906.00	54,094.00
Right of Way	25,310.00	16,056.00	9,254.00
Total	$547,917.00	$347,650.00	$200,267.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Dayville Section

ER-129(2)

Increase in Cost of R/W Files

File	Previous Est.	Present Est.	Increase
38946	$1,125	$2,200	$1,075
38951	1,100	2,625	1,525
			$2,600

Previous R/W Estimate	$17,750.00
Increase in R/W Costs	2,600.00
	$20,350.00
Relocation Assistance	1,960.00
	$22,310.00
Acquisition Expense	3,000.00
Total Cost	$25,310.00

STATE COPY

Monthly transaction number		State
7-65	R-2A U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 7-11-66	County: Grant
6		Project number: ER-129(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 31, 19 66, is hereby modified as follows:

Revised estimated total cost of project $ 250,607.00

Revised Federal funds $ 159,022.00

Other revisions

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of July, 19 66.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Kabon

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

USCOMM-DC 8120-P63

Oregon State Highway Department

Federal-Aid
Project No. BR-129(2)

WHEELER COUNTY LINE-PRAIRIE CITY

SECTION OF THE JOHN DAY HWY. IN GRANT COUNTY

(Revised estimate as a basis for project agreement. Based on estimated costs of temporary and permanent repairs by State Forces and negotiated equipment rental.) To increase amount shown as Preliminary Engineering and amount retained in authorized fund status.

Salem, Oregon, June 29, 1966

Type Code P.E.		
Preliminary Engineering	All Required	$ 20,000.00
Type Code 6201		
Flood Repair Temporary and Permanent	(F.A. 6, MP 104.73 to MP 124.12) (F.A. 5, MP 124.12 to MP 175.59)	
Temporary		
Negotiated Equipment, Labor & Materials	All Required	$ 63,489.25
State Force Equipment, Labor & Materials	All Required	89,298.81
		$ 152,788.06
Permanent		
Approved State Force Order #1	All Required	$ 15,100.00
Approved State Force Order #2	All Required	61,750.00
		$ 76,850.00
		$ 229,638.06
	Engr. & Cont.	968.94
	Subtotal	$ 230,607.00
	Total	$ 236,207.00

Length of Roadway - - - - - - - - - - - - 70.86 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Temporary & Permanent Repairs	$ 230,607.00	$ 146,320.00	$ 84,287.00
Preliminary Engineering	20,000.00	12,702.00	7,298.00
Subtotal	$ 250,607.00	$ 159,022.00	$ 91,585.00
Retained in Authorized Funds Status			
Right of Way	$ 16,000.00	$ 10,152.00	$ 5,848.00
Dayville Section	300,000.00	190,530.00	109,470.00
Total	$ 566,607.00	$ 359,704.00	$ 206,903.00

State Funds for Const.: Chapter 175, Laws 1917; Chapter 31, Laws 1920; Chapter 529, Laws 1939.
State Funds for Maint.: Chapter 529, Laws 1939.

Projects: 12-4403, 12-4407, 12-4503, 12-1483, 12-4705

Costs used for temporary repairs as shown on this estimate are actual costs on books. D.M.S. charges and rock lost during flood are not included in this estimate.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089

MONTHLY TRANSACTION NO.	FORM R-2 (REV. 2-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE Oregon
2-64		COUNTY Grant
PROJECT REPORT NO. 3	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 1-31-66	PROJECT NO. ER-129(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Wheeler Co. Line-Prairie City Section, John Day Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK		EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING			
PRELIMINARY ENGINEERING	Initial Auth. Addt'l Auth.	12-22-64 3-22-65	70.86
RIGHTS-OF-WAY			
CONSTRUCTION	Initial Auth. Addt'l Auth.	12-22-64 6-25-65	70.86
*OTHER (Specify)			

FUNDS

P.L.O Rate 63.45

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 236,207.00	$ 149,873.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. J. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer JAN 31 1966

Oregon State Highway Department

Federal Aid
Project No. ER-129(2)

WHEELER COUNTY LINE-PRAIRIE CITY SECTION OF THE

JOHN DAY HWY. IN GRANT COUNTY

(Estimate as a basis for project agreement. Based on estimated costs of temporary and permanent repairs by State Forces and negotiated equipment rental.)

Salem, Oregon, December 17, 1965

Type Code P.E. Preliminary Engineering	All Required	~~$ 6,500.00~~ $ 5,600.00
Type Code 6201 Flood Repair, Temporary and Permanent	(F.A. 6, MP 104.73 to MP 124.12) (F.A. 5, MP 124.12 to MP 175.59)	
Temporary		
Negotiated equipment, labor and material	All Required	$ 63,489.25
State Force equipment, labor and materials	All Required	89,298.81
		$152,788.06
Permanent		
Approved State Force Order #1	All Required	$ 15,100.00
Approved State Force Order #2	All Required	61,750.00
		$ 76,850.00
	Subtotal	$229,638.06
	Engr. & Cont.	968.94
	Total	$230,607.00
	Total	~~$ 236,207.00~~

Length of roadway - - - - - - - - - -70.86 miles (intermittent)

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Temporary & Permanent Repairs	$230,607.00	$146,320.00	$ 84,287.00
P.E.	5,600.00	3,553.00	2,047.00
Subtotal	$236,207.00	$149,873.00	$ 86,334.00
Retained on Authorized Funds Status			
Right of Way	$ 16,000.00	$ 10,152.00	$ 5,848.00
Dayville Section	280,000.00	177,660.00	102,340.00
Total	$532,207.00	$337,685.00	$194,522.00

Oregon State Highway Department

Federal Aid
Project No. ER-129(2)

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes

12-4405	12-4407
12-4505	12-1483
12-4705	

Costs used for temporary repairs as shown on this estimate are actual costs on books. DMS charges and rock lost during flood are not included in this estimate.

RECEIVED
AUG 14 1967
FORM B-122X 8694 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
JOHN B. [illegible]
JOSEPHINE

Fred W. Hill, Member
Helix

ER-129(2)
6923

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that the corrective work involving the bidirectional reflectors on sight posts was completed on Contract No. 6923, Dayville Section, in Grant County, in connection with Federal-Aid Project No. ER-129(2).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 8-14-67

Conditions noted on above date:

None

RAN:

RECEIVED
AUG 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

By: Original signed by
G. R. Brooks
Dist. Engineer
G. R. Brooks
District Engineer

8.23.67

to: Forrest Cooper
L. H. Young

ER-129(2)

C

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Dayville Section		WEEK ENDING: July 28, 1967
		SECTION PREFIX: 12-1041
HIGHWAY: John Day		COUNTY: Grant
NAME OF JOB: Dayville Section	KIND OF WORK: Grading, Paving and Structure	
CONTRACTOR: R. L. Coats	CONTRACT NUMBER: 6923	FEDERAL AID PROJECT NUMBER: ER-129(2)
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: October 24, 1966	ESTIMATED COMPLETION DATE: July 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 305	CALENDAR DAYS USED 298
PROJECT AUTHORIZATION: $ 333,878.62	SPECIFIED COMPLETION DATE: July 15, 1967	PERCENT OF TIME ELAPSED: 97.7%
EXCLUSIVE OF ENGINEERING: $ 310,136.14	ENGINEERING AUTHORIZATION $ 23,742.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 315,544.90	ENGINEERING COST TO DATE $ 36,800	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 1.7%	PERCENT OF AUTHORIZATION 155 %	DATE PROJECT WAS COMPLETED: July 15, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.81	.81			.81
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.81	.81			.81
TOTAL ESTIMATED QUANTITIES (CONTRACT)	39,600	19,500			3,600
TOTAL QUANTITIES CORRECTED TO DATE	43,014	18,604			3,480
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	43,014	18,604			3,480
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0			0
NUMBER OF SHIFTS PER DAY	0	0			0
HOURS PER SHIFT	0	0			0

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	889A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 23	Fair			
MONDAY 24	Fair			
TUESDAY 25	Fair			
WEDNESDAY 26	Fair			
THURSDAY 27	Fair			
FRIDAY 28	Fair			
SATURDAY 22	Fair			

Routing: Morgan, Docker, Bond, Barbee, Walker, Swan; Pitzer, Murdock, Short, Gifford, Other

RECEIVED
JUL 31 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 23	No Activity
MONDAY 24	No Activity
TUESDAY 25	No Activity
WEDNESDAY 26	No Activity
THURSDAY 27	Completed clean up of the area
FRIDAY 28	No Activity
SATURDAY 22	No Activity

REMARKS

Status: Project completed.

Estimated Project Cost-

Est. Corrected to Date	$363,962.20
Credit for Maintainence Rock	24,647.77
Less Engineering	23,742.48
	$315,571.95

SIGNED Harry E. Hardman LOCATION Pendleton, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

RECEIVED
AUG 16 1967

STATE COPY

FORM PR-33A (REV. 3-65) CC: OSHD(Klaboe)
OSHD(Edwards)
Region
Wash DC

FOR FILING

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FINAL CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

ER-129(2)

es

REGION NO.	REPORT NO.	COUNTY	STATE
8	--	Grant	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
7-24-67	R. A. Nichols, Area Engr		ER-129(2)
IN COMPANY WITH	Lyle Renz, Asst Area Engr, BPR; Alfred Shirley, Jr., Asst Div Engr, OSHD		
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	100 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

6923

DAYVILLE SECTION
JOHN DAY HIGHWAY
Grading, Paving and Structures

The project work was completed in substantial conformity to the plans and specifications on July 15, 1967.

The contract specified that the roadway delineators were to have W2 reflectors installed. The State was notified by memorandum on August 30, 1966 that the W2 reflectors did not conform to the Manual on Uniform Traffic Control Devices so that the use of the bi-directional delineators could not be approved. Subsequent to this memorandum, the State did delete the W2 reflectors from the participating items. However, this does not alter the fact that the use of bi-directional reflectors is contrary to the Manual on Uniform Traffic Control Devices, so it is recommended that the project be not accepted until they are replaced with mono-directional reflectors.

The above problem has been discussed with Mr. Shirley and he stated they could correct the reflectors with maintenance forces.

NOTED
TOM EDWARDS

RECEIVED
AUG 16 1967
OFFICE
STATE HIGHWAY ENGINEER

Orig. to Bridge
8-10-67

RECEIVED
AUG 4 1967

FORM E-123X

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

6923

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

July 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on July 15, 1967, on Contract No. 6923, Dayville Section, in Grant County, in connection with Federal-Aid Project No. ER-129(2).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
AUG 1 1967
E. B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-24-67

Conditions noted on above date:

There were bidirectional reflectors on the sight posts. The State was informed by a memo dated 8-30-66 that the bi-directional reflectors were not in conformance with the manual on Uniform Traffic Devices and their use could not be approved.

8-3-67 L Young Agent Inspector
take appropriate action

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
AUG 2 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RAN:

to: Forrest Cooper
L. H. Young

RECEIVED
JUN 22 1967

EA 12.1(2)
1972

June 21, 1967

Mrs. Velma S. Parsons
Dayville Hotel
Dayville, Oregon

Dear Mrs. Parsons:

Reply is made to your prior correspondence and telephone call regarding a drainage problem and a parking area problem adjacent to your Dayville Hotel property.

A representative of the Highway Department is scheduled to contact you today. It is anticipated that the surfacing of your parking area and the ditch work in the area of your sanitary facility will be completed this week to your satisfaction.

We regret the delay which has occurred in the scheduling of this work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
D. H. Moehring
A. F. Parson

FDM:nn srb

RECEIVED
MAY 26 1967
FOR FILM

TOM McCALL
GOVERNOR

File 1-1-1(2)
6923

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 23, 1967

Mrs. Sylvia Erikson
Post Office Box 300
Daysville, Oregon 97825

Dear Mrs. Erikson:

Thank you for your May 12 letter which concerned a highway right-of-way acquisition from you in Dayville.

I have checked this matter with the Highway Department and find that the compensation paid to you was determined through a condemnation proceeding and by jury verdict. It appears that the verdict included the value of a fence.

Since this was a legal proceeding, it would be proper to discuss with your attorney any questions relative to the verdict. However, an inquiry to the Highway Department in Salem will be given prompt attention.

Sincerely,

Governor

TM:wc

bcc: Mr. Forrest Cooper

NOTED
FORREST COOPER

COPY

RECEIVED
MAY 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
MAY 19
Wolfe
BY DEPUTY STATE HIGHWAY ENGINEER

Box 300
Draft plan

Dayville Oregon
May 12 - 67

RECEIVED
MAY 16 1967
LEGAL & RIGHT OF WAY

Gov. Tom McCall
Salem Ore

Dear Sir:

I am writing you in regards to the highway, near Jr Dayville all the trees are on the road got fences put up. but not mine and they have paid me less to the amount of property taken than the rest, I had the Grant County Bank come and look the place out also Appraisers in all came out with the same amount of damage but the Court did not see it our way but I think they should have build the fence when the rest got theirs built & felt I was just an old woman and a widow they felt could do as they please, but for a tax payer I have been one for 62 yrs. which I do not pay much now, but have in the past I would like what you think about it

Resp.
Mrs Leslie Erickson

MAY 15 1967

XERO COPY
XERO COPY
XERO COPY
XERO COPY

Copy to

RECEIVED
MAY 10, 1967
FOR Filing

1A-1211(2)
6922

May 8, 1967

1384
1639

Mrs. Velma Parsons
Dayville Hotel
Box 328
Dayville, Oregon 97825

Dear Mrs. Parsons:

In your letter of May 1 you advised us that there was standing water between the hotel and the highway which was not being properly drained.

We are aware that the drainage was temporarily blocked and our contractor will perform whatever ditch work is necessary as soon as ground conditions permit.

We appreciate your calling this matter to our attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson - Enc.

DES:nn srb

May 1, 1967
Kaycrest Hotel
Kaycrest, Ore. 97825

MAY 2 1967

Forest Cooper
State Hy. Hay Engineer
Dear Sir:

The land below the Hotel & next to the highway is beginning to fill up with water. The ditch taking care of seepage & water was closed by men working on the highway Foreman Mr. Grimstad On Feb. 28th that an attempt would be made to adjust it So far nothing has been done & it going to get worse & create a dangerous & unsanitary condition. (over)

RECEIVED
APR 18 1967
STATE HIGHWAY
EK-129(2)
6923

1384

April 17, 1967

Ms. Aleen Grindstaff
Box 320
Dayville, Oregon

Dear Ms. Grindstaff:

On February 28 I advised you that members of the Highway Department were to contact the local representatives of the Oregon State Board of Health and determine what steps would be necessary to make the sanitary disposal system for the Dayville Hotel adequate.

I am advised that preliminary conversations with Mr. W. B. Culham, District Sanitarian, have been concluded and that the State will perform some minor work in an attempt to bring the facility up to the proper standards.

Thank you for your patience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson

May 1, 1967
Kaysville Hotel
Kaysville, Ore. 97825

MAY 2 67

Forest Cooper
~~State~~ Ne. Ry Engineer
Dear Sir:

The land below the Hotel & next to the highway is beginning to fill up with water. The ditch taking care of seepage & water was closed by men working on the highway & advised Mrs. Grant of it on Feb. 28th that an attempt would be made to adjust it. So far nothing has been done & it going to get warm & create a dangerous & unsanitary condition. (over)

Yours truly,
Velma L. Parsons

RECEIVED
MAY 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 18 1967
ER-129(2)
6923

1384

April 17, 1967

Ms. Alesn Grindstaff
Box 320
Dayville, Oregon

Dear Ms. Grindstaff:

On February 28 I advised you that members of the Highway Department were to contact the local representatives of the Oregon State Board of Health and determine what steps would be necessary to make the sanitary disposal system for the Dayville H tel adequate.

I am advised that preliminary conversations with Mr. W. B. Culham, District Sanitarian, have been concluded and that the State will perform some minor work in an attempt to bring the facility up to the proper standards.

Thank you for your patience.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:arb

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
A. F. Parson

CON ONT 17 4-12-67 11/20AM

F D MORGAN

REFER DAYVILLE HOTEL. WE PROOXXX PORPOSE TO CONSTRUCT DITCH TO TAKE CARE OF SURFACE DRAINAGE AND INSTALL SHORT SECTION OF PERFORATED DRAIN PIPE TO TAKE CARE OF SEEPAGE. ESTIMATED COST $120.00. DISCUSSED IN FIELD WITH CULHAM, DISTRICT SANITARIAN. HE WOULD NOT APPROVE FULLY, BUT AGREED THAT HE WOULD REVIEW WHEN COMPLETED. WE BELIEVE THIS WILL TAKE CARE OF SURFACE DRAINAGE ADEQUATELY AND RECOMMEND THAT HIS BE DONE.

A SHIRLEY
MH17 88.

.LGM

LAG CON 43 4-11-67 11.11 AM

SHIRLEY

DID VERN ALLEN MAKE ANY PROGRESS ON SEWAGE DISPOSAL PROBLEM AT DAYVILLE HOTEL. WE NEED A SOLUTION TO THIS PROBLEM.

MORGAN

FR3/4.

APR 12 1967

FORM E-20 5001 10-66 SP*22401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
March 20, 1967

SUBJECT:

To:

Mr. F. D. Morgan
Construction
Salem

Sewage Disposal System
Assignment 519-M

Reference is made to Assignment 519-M.

Attached is a copy of a letter from W. B. Culham, District Sanitarian, concerning a sewage disposal system at the Dayville Hotel. Mr. Culham recommends that the drain field be relocated and surface water drainage be diverted from the area occupied by the drain field.

In view of the fact that as a part of the right of way settlement the State paid the John Day Valley Plumbing Company for re-establishment of the system, we feel that we have no further obligation in this matter. This was discussed in the telephone conversation with Mr. Culham and he was informed that we had no objection to the slight encroachment of the tile field, and that we would take care of any drainage as it may affect the highway right of way in this area.

Right of way agent Vern Allen plans to contact the John Day Plumbing Company and the property owner this week to discuss the matter with these people.

A. F. Parson
Division Engineer

By

Alfred Shirley, Jr.
Asst. Division Engineer

AS:nd
Attach.

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
MAR 31 1967
CONSTRUCTION
DIVISION

Pass
Murdock
Trout
Scott
Wills
Litchfield
Olson

CON LAG 60 W 2-7-57 11 50 AM

MORGAN

REFERENCE ASSIGNMENT 519-M. (FBK 1384)
GRINDSTAFF WAS PAID $1394.53 FOR RE-ESTABLISHMENT OF SEWAGE DISPOSAL SYSTEM AS A PART OF THE RIGHT OF WAY CONSIDERATION FILE 38945. DAYVILLE SECTION. WE ARE ATTEMPTING TO CONTACT W.B. CULHAM O TO DETERMINE WHAT MUST BE DONE TO SATISFY BOARD OF HEALTH REQUIREMENTS. WILL ADVISE AS SOON AS POSSIBLE.

SHIRLEY
ND
17
88.

CON LAG 190 2-27-67 857AM

SWAN

REFER ASSIGNMENT 519-M (FBK 1384)

W B CULHAM ADVISES HE WANTS TO REINSPECT INSTALLATION BEFORE GIVING FINAL APPROVAL. HE WILL DO THIS NEXT WEEK. HE S IS APPARENTLY SATISFIED THAT TANK IS OK AND SURFACE DRAINAGE WILL BE TAKEN CARE OF.

SHIRLEY
ND
17
88.

FORM 6-67

OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

TELEPHONE:
DAYS—226-2161
AFTER HOURS—222-1500

MAILING ADDRESS:
P. O. BOX 231
PORTLAND, OREGON 97207

DISTRICT OFFICE:
ROOM 103, STATE OFFICE BUILDING
700 S. E. EMIGRANT AVE.
PENDLETON, OREGON 97801
PHONE 276-6131, EXT. 23

January 27, 1967

Mrs. Velma Parsons
Dayville Hotel 12-21
Box 328
Dayville, Oregon

Re: Motel License

Dear Mrs. Parsons:

As we informed you in our September 27, 1966 letter to you a visit was made to the Dayville Hotel on January 25, 1967 to determine the condition of the Motel as far as licensing was concerned.

As you recall, it was found that the relocation of hiway 26 through Dayville had displaced the former septic tank and tile field. The following facts were found regarding the installation of the present replacing system:

1. The work was done by John Day Valley Plumbing (Archie Gubser)
2. The septic tank is 1 00 gallon capacity
3. Location of the septic tank was difficult. In order to keep the septic tank 10 feet from the building as required, a portion of the tank is now located on highway right of way and under a portion of the shoulder.
4. The present disposal area is a single line of perforated pipe located in a portion of the old river bed between the highway fill and the undisturbed back yard of the Motel. Natural drainage through this swale had to be piped over the tile line.
5. Our office has no record of being informed of the proposal to re-locate the sewer system.

This hotel has also been operated as a boarding house and it has 10 rooms and apartments with approximately 15 beds. Because of the possible load, our general recommendation would have been to have a larger tile field located away from the natural flows of surface water. It is expected that problems will occur with the sewage system in its present location.

There are also some rooms and toilet rooms in which wall and floor coverings need replacing.

COPY

As Mr. and Mrs. Paul Grindstaff are listed as owners of records of this property, a copy of this correspondence is directed to them.

Plans for corrections on the sewage syster should be submitted to us before further work is done.

Your attention to this matter will be apprecisted. A license for this establishment will be withheld until corrections of the above problems are made.

Sincerely,

WB Culham

William B. Culham, R. S.
District Sanitarian

WBC: ds

cc: Oregon State Highway Dept.
cc: Mr. and Mrs. Paul Grindstaff
cc: Oregon State Board of Health

RECEIVED
MAR 22 1967

Porter

SP°23657.734

ER 729(2)
6923

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 17, 1967

To: Mr. H. W. Snell
District R/W Supervisor

NOTED
R. L. PORTER

L A G R A N D E

SUBJECT: Letter from Velma S. Parsons of Dayville regarding sewage disposal system [File No. 38947]

Attached is a copy of correspondence received from Mrs. Velma S. Parsons of the Dayville Hotel. Apparently the septic tank and drain field which the owner was required to relocate due to our construction is now encroaching on highway right of way.

Would you please have the agent investigate the points brought up in the attached copy of the District Sanitarian's letter. The agent will probably need the services of our Resident Engineer, as some of the problems would seem to be of a nature requiring drainage facilities.

Please have the agent contact Mrs. Parsons after the investigation has been made.

D. H. MOEHRING
Right of Way Engineer

DHM:JP
cc: R. L. Porter
G. E. Rohde
Attachments: Copy of letter from Mrs. Parsons
Copy of letter from District Sanitarian

RECEIVED
MAR 17 1967
OFFICE OF
STATE HIGHWAY ENGINEER

5055

March 14, 1916 67

Daywille Hotel
Daywille, Oregon
97835

Admin:

Sec-ray Dept State of Oregon

Dear Sir:

In enclosing a letter from Oregon State Board of Health. I have entacted a Mr. Kilpatrick Lawyer of John Day and he says I have a possible suit if the sewer situation isn't corrected. I am in hopes you will correct at soon. Also

a Mr. Coote who is building the Highway & bridge here dumped dirt & gravel on front of the hotel on parking lot & it is beginning to become too soft for parking. They said they would block top it & put in drain & stops or abutments. This must be done & I'm afraid will not be done and prepared by the time they begin putting the block top on new highway

Yours truly

Nelson A Parsons

Draytville Hotel

38947

FORM S-26

MEMBERS OF THE BOARD
HERBERT W. GOODMAN, D.D.S., PRESIDENT
PORTLAND
JACK W. GRONDAHL, M.D.
VICE PRESIDENT, PENDLETON
CHARLES S. CAMPBELL, M.D., SALEM
JOHN C. P. CLELAND, M.D., OREGON CITY
GERHARD B. HAUGEN, M.D., PORTLAND
A. V. JACKSON, D.O., FOREST GROVE
A. G. McLAIN, R. PH., ROSEBURG
FORREST E. RIEKE, M.D., PORTLAND
RICHARD H. WILCOX, M.D., PORTLAND
SECRETARY AND STATE HEALTH OFFICER

STATE OF OREGON
OREGON STATE BOARD OF HEALTH
STATE OFFICE BUILDING
1400 S. W. 5TH AVENUE
PORTLAND, OREGON 97201

MAILING ADDRESS:
P. O. Box 231
Portland, Oregon 97207

TELEPHONE:
AREA CODE 503
DAYS—226-2161
AFTER HOURS—222-1500

District Office
Room 103, State Office Building
700 S.E. Emigrant Ave.
Pendleton, Oregon 97801
Phone 276-6131, Ext. 23

RECEIVED
MAR 1 7 1967
RIGHT OF WAY

March 13, 1967

Mrs. Velma Carson
Dayville Hotel
Dayville, Oregon 97825

Re: Sewage Disposal System

Dear Mrs. Carson:

As you know, a visit was made to the Dayville Hotel on March 7, 1967 to re-check the sewage disposal system.

A review of right-of-way stakes and sewage system location indicates that the septic tank extends about 18 inches on hiway right-of-way and about 60 feet of tile line lies about 5 feet inside of hiway right-of-way.

The main problem with the present sewage disposal system is that the location of the tile field will be subject to flooding by irrigation water in the following ways:

1. A six inch iron pipe carries irrigation water under pressure to lawns on and above the Dayville Hotel. The discharge end of this pipe is at the back of the Dayville Hotel and about 5 feet from the septic tank. Water from this will spill over the tile field.

2. A spring or subsurface flow of water originating from irrigation water that subs through the ground is known to appear in the cut bank behind the Dayville Hotel about 40 feet from the septic tank. This spring has about 3 inches of water flowing about 6 months of the year. This water will discharge on top of the tile field.

3. A waste ditch for irrigation water flows along the upper fence of the back lot of the Dayville Hotel. This ditch discharges to the flat ground in which the tile field is located, but about 60 feet beyond the field. If not properly ditched this flow of water could cover the tile field. This was ditched and Mr. Carter mentioned that he would put a much better way to pass that water out.

The above problems will make the present location of the tile field unacceptable. We therefore recommend that:

1. The tile field be re-located.

2. All of the waste water and run off water terminating in the flat between the hiway and the Dayville Hotel be carried by culvert to the drainage-way now installed.

Attached is a pamphlet on sewage disposal.

Sincerely,

William B. Culham, R. S.
District Sanitarian

WBC:ds

The hi-way dept took [illegible] responsibility for putting in sewer so I guess its up to them.

RECEIVED
MAR 15 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 9 - 1966
FOR FILING

ER-129(2)
6923

December 8, 1966

Mr. Roy Kilpatrick
Attorney at Law
Canyon City, Oregon 97820

Dear Mr. Kilpatrick:

Since receipt of your November 30 letter relative to the irrigation facilities serving Mr. Elmer Godsey's land, this Department's Division Engineer has looked at the situation and directed certain changes. It is hoped these will meet with your client's desires.

The Resident Engineer at John Day or the Division Engineer at La Grande can supply detailed information if such is necessary.

Thank you for calling the matter to our attention.

Very truly yours,

Ferrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Ferrest Cooper
Tom Edwards
I. D.Merchant
F. D. Morgan
G. E. Rohde
A. F. Parsons
H. E. Woodward
JAB:sg/RLP:ms

Victor D. Wolfe

FORM S-90R—90M—1-66 SP*6416-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
December 7, 1966

NOTED
R. L PORTER

Porter

Info

SUBJECT: Dayville Section
John Day Highway
Contract 6923
Roy Kilpatrick complaint

To:

Mr. Forrest Cooper
State Highway Engineer
Salem

We have a copy of Mr. Kilpatrick's letter to you under date of November 30 concerning a pipe which irrigates Elmer Godsey's land.

Mr. Kilpatrick says it will not carry enough water; we are putting in a 36-inch pipe which is directly above an 18-inch pipe through the old highway which has carried water for years adequately. The pipe itself is above the level of the river but is in an irrigation ditch which is fed by the river from above. No material change in the ditch.

The plans did call for two right angle corners, but I had the resident engineer change this a couple of weeks ago. We are doing everything within reason to satisfy Mr. Godsey.

A. F. Parson
Division Engineer

AFP:dj

cc: F. B. Klaboe
V. D. Wolfe
H. W. Woodward

RECEIVED
DEC 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

-1187

DEC 2 66

ROY KILPATRICK

Lawyers

DANIEL J. WOLKE

TELEPHONE 575-0320
CANYON CITY, OREGON 97820

30 November 1966

REFERRED TO

Morgan

BY DEPUTY STATE HIGHWAY ENGINEER

Dead Plans

State Highway Engineer
Highway Department
Salem, Oregon

Dear Sir:

In connection with your project ER 129 (2) which is the reconstruction of a bridge at Dayville on U. S. Highway 26, you have destroyed the irrigation ditch that irrigates 40 acres of Elmer Godsey's land.

The contractor is in the process of building some mickey mouse structure and burying some mickey mouse pipe that:

1. Wont carry enough water.

2. Is above the level of the river so that water can't get into it.

3. Has two right angle corner that will impede the flow of any water that might get in it.

Please do something.

Very truly yours,

Roy Kilpatrick

Routing

Morgan		Peat	E
Decker		Morelock	
Bond		Trans	
Barbee		Scott	
Walker		W	
Glenn		Litchf	
Swan			

RECEIVED
DEC 5 1966
CONSTRUCTION
DIVISION

RK/kje
cc: Mr. Doug Fergeson
Resident Engineer
Dayville, Oregon

Mr. Elmer Godsey
Dayville, Oregon

Copy FC

RECEIVED
DEC 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC - 1 1966
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number 10-72	FORM PR-2A (REV. 10-64) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 11	STATE COPY MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	County Grant
Modification number 2 # 6923	10-21-66	Project number ER-129(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 31, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 250,607	$ 535,332
Federal funds	$ 159,022.00	$ 339,987.00
Other revisions		

"Additional Provision": Parking regulations & traffic control provisions contained in State-City Agreement approved by Highway Commission on August 25, 1966 with City of Dayville.

Effective date of Right-of-Way Authorizations: Incidentals 6-25-65; Acquisition 1-21-66; Relocation 10- 5-66

This modification is made for the following reasons:

To include the Dayville Section.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 21st day of October, 1966.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By R. H. Klabve

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Admin. Manager
(Title)

US COMM-DC 26364-P65

Oregon State Highway Department

Federal Aid
Project No. ER-129(2)

WHEELER COUNTY LINE-PRAIRIE CITY SECTION

OF THE JOHN DAY HIGHWAY IN GRANT COUNTY

PS & E estimate for the Dayville Section.

Salem, Oregon, June 29, 1966

Type Code P.E.			
Preliminary Engineering		All Required	$ 20,000.00
Type Code 6201			
Flood Repair (F.A.6, MP 104.73 to MP 124.12)(F.A.5, MP 124.12 to MP 175.59)			
Temporary			
Negotiated Equipment, Labor and Material		All Required	$ 63,489.25
State Force Equipment, Labor and Materials		All Required	89,298.81
			$152,788.06
Permanent			
Approved State Force Order #1		All Required	$ 15,100.00
Approved State Force Order #2		All Required	61,750.00
			$ 76,850.00
			$229,638.06
		Engr. & Cont.	968.94
		Subtotal	$230,607.00

Dayville Section
Type Code 6201
Roadway (Sta. 204+00 to Sta. 230+00)

Clearing and Grubbing	All Required (60%)		$ 3,600.00
Ditch Excavation, Unclassified	380 cu.yd.	$ 2.50	950.00
Embankment in Place	37,100 cu.yd.	1.00	37,100.00
Toe Trench Excavation, Unclassified	220 cu.yd.	1.00	220.00
Finishing Roadbed and Slopes	0.44 mile	1,200.00	528.00
Trench Excavation	220 cu.yd.	3.00	660.00
Watering	340 M-gal.	3.00	1,020.00
3/4" - 0 Material in Base	1,620 ton	2.25	3,645.00
Stone Base	9,200 ton	2.10	19,320.00
3/4" - 0 Aggregate in Prime Coat	50 cu.yd.	6.00	300.00
MC-250 Asphalt in Prime Coat	7 ton	65.00	455.00
Class "B" Asphalt Concrete Mixture	2,030 ton	10.00	20,300.00
Asphalt Cement in Mixture	110 ton	40.00	4,400.00
Concrete Fish Screen	All Required		500.00
Loose Riprap	660 cu.yd.	4.50	2,970.00
12-inch Culvert Pipe	50 lin.ft.	3.75	187.50

18-inch Culvert Pipe	220 lin.ft.	$ 5.00	$ 1,100.00
36-inch Culvert Pipe	220 lin.ft.	15.00	3,300.00
6-inch Drain Pipe	66 lin.ft.	2.50	165.00
18-inch Culvert End Sections	6 only	40.00	240.00
Extra for A.C. Concrete Approaches	10 only	40.00	400.00
Guide Posts, W-2 Way	18 only	9.00	162.00
Guard Rail	400 lin.ft.	4.00	1,600.00
Rail End Pieces	8 only	6.00	48.00
Extra Guard Rail Posts	10 only	12.00	120.00
Extra for Painting Rails	400 lin.ft.	0.35	140.00
			$103,430.50
Flagging (57½% of the Contractor's Cost)	All Required		$ 250.00
Salvage and Reinstall Fish Screen and Mechanism	All Required		1,000.00
Seeding and Mulching	All Required		450.00
			$ 1,710.00
Utility			
Dayville Water Dept.	All Required		$ 2,000.00
			$ 2,000.00
	Subtotal		$107,140.50
	Engr. & Cont.		10,714.50
	Total		$117,855.00

Type Code X081
Structure #889A (Sta. 211+8050 to Sta. 214+64.50)

Structural Excavation	200 cu.yd.	$ 10.00	$ 2,000.00
Furnish 10 BP 42 Steel Piling	2,230 lin.ft.	6.00	13,380.00
Drive Steel Piles	54 only	100.00	5,400.00
Splice Steel Piles	16 only	40.00	640.00
Class "A" Concrete (620 cu.yds. @ $95.00)	All Required		58,900.00
90' to 95' Type 4 Prestressed Beams	13 only	2,800.00	36,400.00
95' to 100' Type 4 Prestressed Beams	2 only	2,800.00	5,600.00
Metal Reinforcement (93,800 lbs. @ $0.14)	All Required		13,132.00
Metal Parapet Railing	561 lin.ft.	7.00	3,927.00
Pedestrian Handrail	281 lin.ft.	12.00	3,372.00
6-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
	Subtotal		$142,911.00
	Engr. & Cont.		14,291.00
			$157,202.00

Length of Dayville Section - - - - - - - - - 0.439 Mile
Length of Dayville Bridge - - - - - - - - - 0.053 Mile
Subtotal - - - - - - - - - 0.492 Mile
Length of Temp. & Perm. Repair - - - - - -70.368 Miles
Total Length - - - - - - - - - - - - - - - -70.860 Miles (intermittent)
Cost of Dayville Section Roadway Per Mile $268,462.41

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Temporary & Permanent Repairs	$230,607.00	$146,320.00	$ 84,287.00
Preliminary Engineering	20,000.00	12,702.00	7,298.00
Dayville Section	117,855.00	74,849.00	43,006.00
Dayville Section Str.	157,202.00	99,838.00	57,364.00
Subtotal	$525,664.00	$333,709.00	$191,955.00
Retained in Authorized Fund Status			
Right of Way	16,000.00	10,152.00	5,848.00
	$541,664.00	$343,861.00	$197,803.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefixes

12-4405 12-4407
12-4505 12-1483
12-4705

Costs used for temporary repairs as shown on this estimate are actual costs on books. DNS charges and rock lost during flood are not included in this estimate.

DANVILLE SECTION

STATE WORK

Clearing and Grubbing	All Required (40%)			$ 2,400.00
Ditch Excavation, Unclassified	220	lin.ft.	2.50	550.00
Embankment in Place	2,500	cu.yd.	1.00	2,500.00
Finishing Roadbed and Slopes	0.37	mile	1,200.00	444.00
Trench Excavation	20	cu.yd.	3.00	60.00
Watering	190	M-gal.	3.00	570.00
3/4" - 0 Material in Base	1,280	ton	2.25	2,880.00
Stone Base	7,400	ton	2.10	15,540.00
3/4" - 0 Aggregate in Prime Coat	40	cu.yd.	6.00	240.00
MC-250 Asphalt in Prime Coat	7	ton	65.00	455.00
Class "B" Asphalt Concrete Mixture	1,610	ton	10.00	16,100.00
Asphalt Cement in Mixture	90	ton	40.00	3,600.00
12-inch Culvert Pipe	70	lin.ft.	3.75	262.50
18-inch Culvert Pipe	160	lin.ft.	5.00	800.00
18-inch Culvert End Sections	1	only	40.00	40.00
Diversion Box	1	only	200.00	200.00
Extra for A.C. Concrete Approaches	7	only	40.00	280.00
Guide Posts, W-2 Way	14	only	9.00	126.00
				$47,047.50

DAYVILLE SECTION

PROJECT NO. ER-129(2)

Prestressed Beam Quantities

90' to 95' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	20.0 cu.yds.	$90.00	1,800.00
Metal Reinforcement	2,450 lbs.	0.15	367.50
Prestress Wire	490 lbs.	0.60	294.00
			$2,761.50
		USE	$2,800.00

95' to 100' Type 4 Prestressed Beams

Overhead	All Required		$ 300.00
Class "AA" Concrete	20.1 cu.yds.	$90.00	1,809.00
Metal Reinforcement	2,460 lbs.	0.15	369.00
Prestress Wire	500 lbs.	0.60	300.00
			$2,778.00
		USE	$2,800.00

Oregon State Highway Department

Federal-Aid
Project No. ER-129(2)

WHEELER COUNTY LINE-PRAIRIE CITY SECTION

OF THE JOHN DAY HWY. IN GRANT COUNTY

Revised project agreement estimate to include the Dayville Section.

Salem, Oregon, September 20, 1966

Type Code P.E.

Preliminary Engineering	All Required	$ 20,000.00

Type Code 6201
Flood Repair (FA 6, MP 104.73 to MP 124.12)(FA 5, MP 124.12 to MP 175.59)

Temporary

Negotiated Equipment, Labor and Material	All Required	$ 63,489.25
State Force Equipment, Labor and Materials	All Required	89,298.81
		$152,788.06

Permanent

Approved State Force Order #1	All Required	$ 15,100.00
Approved State Force Order #2	All Required	61,750.00
		$ 76,850.00
		$229,638.06
	Engr. & Cont.	968.94
	Total	$230,607.00

Dayville Section
Type Code 6201
Roadway (Sta. 204+00 to Sta. 230+00)(Contract No. 6923)

Clearing and Grubbing	All Req. (60%)		$ 9,600.00
Ditch Excavation, Unclassified	380 cu.yd.	$ 4.00	1,520.00
Embankment in Place	37,100 cu.yd.	0.90	33,390.00
Toe Trench Excavation, Unclass.	220 cu.yd.	4.00	880.00
Finishing Roadbed and Slopes	0.44 mile	500.00	220.00
Trench Excavation	220 cu.yd.	4.00	880.00
Watering	340 M-gal.	3.00	1,020.00
3/4" - 0 Material in Base	1,620 ton	2.15	3,483.00
Stone Base	9,200 ton	2.10	19,320.00
3/4" - 0 Aggregate in Prime Coat	50 cu.yd.	6.00	300.00
MC-250 Asphalt in Prime Coat	7 ton	70.00	490.00
Class B Asphalt Concrete Mixture	2,030 ton	10.00	20,300.00
Asphalt Cement in Mixture	110 ton	34.00	3,740.00
Concrete Fish Screen	All Required		1,700.00
Loose Riprap	660 cu.yd.	5.00	3,300.00
12-inch Culvert Pipe	50 lin.ft.	3.00	150.00
18-inch Culvert Pipe	220 lin.ft.	4.00	880.00
36-inch Culvert Pipe	220 lin.ft.	10.00	2,200.00
6-inch Drain Pipe	66 lin.ft.	2.00	132.00
18-inch Culvert End Sections	6 only	35.00	210.00
Extra for A.C. Concrete Approaches	10 only	40.00	400.00
Guard Rail	400 lin.ft.	3.50	1,400.00
Rail End Pieces	8 only	6.00	48.00

Extra Guard Rail Posts	10 only	$ 15.00	$ 150.00
Extra for Painting Rails	400 lin.ft.	0.25	100.00
			$105,813.00
Flagging (57½% of Contractor's Cost)	All Required (25%)		$ 250.00
Salvage and Reinstall Fish Screen and Mechanism	All Required		1,000.00
Seeding and Mulching	All Required		460.00
			$ 1,710.00
Utility			
Dayville Water Department	All Required		$ 1,227.20
			$ 1,227.20
	Subtotal		$108,750.20
	Engr. & Cont.		10,875.80
	Total		$119,626.00

Type Code X081
Structure #889A (Sta. 211+80.50 to Sta. 214+64.50) (Contract No. 6923)

Structural Excavation	200 cu.yd.	$ 5.00	$ 1,000.00
Furnish 10 BP 42 Steel Piling	2,230 lin.ft.	4.00	8,920.00
Drive Steel Piles	54 only	80.00	4,320.00
Splice Steel Piles	16 only	30.00	480.00
Class "A" Concrete (620 cu.yds.)	All Required		49,600.00
90' to 95' Type 4 Prestressed Beams	13 only	3,000.00	39,000.00
95' to 100' Type 4 Prestressed Beams	2 only	4,000.00	8,000.00
Metal Reinforcement (93,800 lbs.)	All Required		13,000.00
Metal Parapet Railing	561 lin.ft.	6.00	3,366.00
Pedestrian Handrail	281 lin.ft.	12.00	3,372.00
8-inch Metal Drain Pipe	40 lin.ft.	4.00	160.00
	Subtotal		$131,218.00
	Engr. & Cont.		13,121.00
	Total		$144,339.00

Length of Dayville Section - - - - -	0.439	Mile
Length of Dayville Bridge- - - - - -	0.053	Mile
Subtotal	0.492	Mile
Length of Temp. & Perm. Repair - - -	70.368	Miles
Total Length	70.860	Miles (Intermittent)

Cost of Dayville Section Roadway Per Mile - - - - - - - - - - - - - - - $272,496.58

Type Code ROW
Right of Way (Sta. 204+00 to Sta. 230+00)

Right of Way	All Required	$ 17,750.00
		$ 17,750.00
	6% Acquisition	1,050.00
		$ 18,800.00

Relocation Assistance 2 Businesses	$770.00	$ 1,540.00
Relocation Assistance 6 Families	70.00	420.00
		$ 1,960.00
	Total	$ 20,760.00

SUMMARY OF FUNDS

Description	Total Costs	Federal Funds	State Funds
Temp. & Perm. Repairs	$230,607.00	$146,458.00	$ 84,149.00
Preliminary Engineering	20,000.00	12,702.00	7,298.00
Dayville Section	119,626.00	75,974.00	43,652.00
Dayville Section Str.	144,339.00	91,669.00	52,670.00
Right of Way	20,760.00	13,184.00	7,576.00
	$535,332.00	$339,987.00	$195,345.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefixs: 12-4405, 12-4505, 12-4705, 12-4407, 12-1483, 12-1041

Costs used for temporary repairs as shown on this estimate are actual costs on books. D.M.S. charges and rock lost during flood are not included in this estimate.

DAYVILLE SECTION

UTILITY ADJUSTMENT

PROJECT NO. BR-129(2)

Work by Dayville Water District

1.	1 1/2-inch Water Pipe	900 lin.ft.	$1.50	$1,395.00
2.	3/4-inch Water Pipe	200 lin.ft.	1.10	220.00
3.	1 1/2" to 3/4" Tees	4 only	2.05	8.10
4.	Stop and Waste Valves	4 only	5.00	20.00
5.	1 1/2-inch Couplings	2 only	1.00	2.00
6.	Excavating and Backfilling	1,100 lin.ft.	0.55	605.00
				$2,250.10

State's Share 54.54% = $1,227.20

DAYVILLE SECTION

State Work

Clearing and Grubbing	All Req. (40%)		$ 6,400.00
Ditch Excavation, Unclassified	220 lin.ft.	$ 4.00	880.00
Embankment in Place	2,500 cu.yd.	0.90	2,250.00
Finishing Roadbed and Slopes	0.37 mile	500.00	185.00
Trench Excavation	20 cu.yd.	4.00	80.00
Watering	190 M-gal.	3.00	570.00
3/4" - 0 Material in Base	1,280 ton	2.15	2,752.00
Stone Base	7,400 ton	2.10	15,540.00
3/4" - 0 Aggregate in Prime Coat	40 cu.yd.	6.00	240.00
MC-250 Asphalt in Prime Coat	7 ton	70.00	490.00
Class "B" Asphalt Concrete Mixture	1,610 ton	10.00	16,100.00
Asphalt Cement in Mixture	90 ton	34.00	3,060.00
12-inch Culvert Pipe	70 lin.ft.	3.00	210.00
18-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert End Sections	1 only	35.00	35.00
Diversion Box	1 only	100.00	100.00
Extra for A.C. Concrete Approaches	7 only	40.00	280.00
Guide Posts, W-2 Way	32 only	9.00	288.00
			$50,100.00
California Pacific Utility Co.	All Required		$ 4,500.00
			$54,600.00
Flagging (57½% of Contractor's Cost)	All Required (75%)		750.00
			$55,350.00

FORM E-125X 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Ft. 127(2)

6923

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 19, 1966

California Pacific Utilities Company
2003 - 1st Avenue
Baker, Oregon

ATTENTION: Mr. R.K. Evans

Re: Status of Right of Way Negotiations on:
R/W File No. R38951-Hettinga
" R38953-Smith
" R389545-Pine Tree Lumber Company
Dayville Section - John Day Highway
Grant County
Contract No. 6923

Gentlemen:

Your letter of October 10, 1966, addressed to the attention of Mr. G.E. Rohde, our Chief Counsel, has been referred to this office for reply. We were unable to option two of these parcels, and therefore, are proceeding with condemnation. We will furnish you easements on these properties as soon as the cases have been settled. This may take several months, but ORS 366.390 allows the State to occupy this property as soon as the complaint is filed.

Our letter of August 29, 1966, approved your estimate and sketch map and authorized you to proceed with the work as of that date subject to the availability of the necessary right of way. On September 20, 1966, our Mr. J.W. Valentine notified by telephone Mr. O.D. Lanning that we had secured the right of entry on all the properties involved.

Very truly yours,

F.D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: G.E. Rohde
F.B. Klaboe
L.H. Young
C.H. Maison
A.F. Parson
J.W. Valentine

RECEIVED
OCT 21 1966
FOR FILING

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

ER 129(2)
69

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 18, 1966

In reply refer to: 08-35.DA-3

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-129(2)
Dayville Section - John Day Highway
State Force Work Order #3
Seeding and Mulching

Reference is made to Mr. Young's letter of October 14, 1966 concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

The estimated cost of the work on the entire project is $750.00, $450.00 of which is the estimated cost of the work to be done on the portion of the project approved for Federal participation. The Federal share of the latter costs will be about $284.00.

Reimbursement is to be made on an actual cost basis.

Attachment

REFERRED TO
Jerry w/enc.
By Asst. State Hwy. Engr.
10-21-66

RECEIVED
OCT 21 1966

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-106—6M

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date OCT 5 1966 G 1-P G-9 /s/ B. H. Brown
Fed. Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Dayville Section Date September 27, 1966

Highway John Day Contract No. 6923 F. A. Project No. ER-129(2)

County Grant Prefix 12-1041 Account No. 224-03

Description of Work To Be Done:

Seeding and mulching slopes.

Location by Station Numbers:

Entire project as required.

Estimate of Quantities and Costs:

Seed and Mulch $750.00

Explanation: New construction will require seeding and mulching of roadbed slopes. Funds are provided in the project authorization as an anticipated item. Work has not yet begun.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$333,878.62
Present estimate of project cost, including $750.00 for work under this order	$320,523.48
Expected under-run (amount)	$13,355.14
Expected under-run (per cent)	4%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry E. Woodward
Harry E. Woodward Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ H. S. Coulter Asst. Division Engineer

Approved: /s/ L. H. Young Office Engineer.

This order does not constitute authority for expenditures until approved by the Deputy or Assistant State Highway Engineer.

State Printing

FORWARDED
OCT 7 - 1966
FOR FILING
ER-129(2)
Form CD-121 (11-63) (Proc. by A.O. 205-10)
142

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1966

In reply refer to: 08-35.EC
X-files: 710.16 & 411.41

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project ER-129(2)
Wheeler County Line-Prairie City (Dayville Section)

We hereby approve the addition of relocation payments as a minor program change to the subject project as requested by Mr. Young's September 20, 1966 letter.

You are authorized to proceed with relocation payments effective this date. It is our interpretation of PPM 21-4.4 that our authorization must precede the date that the relocatee incurs his actual relocation cost to be an eligible participating item.

orig. to Mellbring
10-6-66
copy to Young
10-7-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form B-908—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required
Date OCT 26 1966
U.S. Bureau of Public Roads

Project Name Dayville Section Date September 19, 1966

Highway John Day Contract No. 6923

County Grant Prefix 12-1041

Contractor R. L. Coats F. A. Project No. ER-129(2)

Address 1270 Trenton Ave. Bend, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Salvage and Reinstall Fish Screen and Mechanism as required by pages 2 & 3 of the special provisions and Sheet No. 3 of the project plans.

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Location by station numbers:

Sta. 211+80

Estimate of quantities and cost:

Salvage and Reinstall Fish Screen and Mechanism - - - - -$ 1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

This work is to be performed on an Extra Work basis as required by pages 2 & 3 of the special provisions and Sheet No. 3 of the project plans. Funds are included in the project authorization as an anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 333,878.62
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 320,523.48
Expected under-run amount	$ 13,355.14
Expected under-run per cent	4.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ Alfred A. Rear, for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ H. S. Coulter, Asst. Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer Office Engineer.

State Printing

Approved 10-20-66

Form S-301—624

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.
Date AUG 10 1966 By [illegible]
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Dayville Section — Date September 19, 19 66

Highway John Day — Contract No. 6923

County Grant — Prefix 12-1041

Contractor R. L. Coats — F. A. Project No. ~~ER-219(2)~~

Address 1270 Trenton Ave., Bend, Oregon — Order No. 1

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Provide for flagging within the project limits as per special provisions page 2.

RECEIVED
OCT 7 1966
OFFICE OF
STATE HIGHWAY ENGR.

Location by station numbers:

Sta. 204+00 to Sta. 249+51

Estimate of quantities and cost:

Provide for Flagging - - - $1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Flagging is necessary to warn, direct and guide traffic within the project limits.
Funds are included in the project authorization as an anticipated item.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 333,878.62	
Present estimate of project cost, including $ 1,000.00 for work under this order	$ 320,523.48	
Expected under-run amount	$ 13,355.14	
Expected under-run per cent	4.5%	

Submitted by: /s/ Harry E. Woodward, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or

Approval Recommended: /s/ H. S. Coulter Asst. Division Engineer

Approved /s/ L. H. Young, State Highway Engineer or Office Engineer.

State Printing

Young 10-7-66

RECEIVED
SEP 20 1966

FOR FILES
FORM CO-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

6923

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO :Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 15, 1966

08-35-EC

FROM :A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project ER-129(2)
Dayville Section
Grading, Paving and Structure

As requested in Mr. Young's letter of September 9, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of September 6, 1966 in the award of contract No. 6923 to R. L. Coats, of Bend, Oregon, low bidder in the amount of $287,131.00 at the September 1, 1966 bid opening.

REFERRED TO
Young
By Assr. State Hwy. Engr.
9-19-66

RECEIVED
SEP 12 1966
FOR FILING
EA-127( )
6923

September 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1966 is requested in the award of contract for the Dayville Section, Project No. ER-129(2).

The contractor receiving the award is R. L. Coats of Bend, in the amount of $287,131.00 with the Contract No. 6923 assigned. This bid was received on September 1, 1966 and awarded September 6, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
SEP 14 1966

FORM OD-121 (9-22-59)
(FMCS. BY B.O. 200-10)

ER-129(2)

UNITED STATES GOVERNMENT

Memorandum

6/22

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engr
Salem, Oregon

DATE: September 7, 1966

08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-129(2), Dayville Section
City of Dayville Utility Adjustment

Our memorandum dated August 10, 1966, approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

The agreement between the above-mentioned City and the State Highway Commission dated August 25, 1966, covering utility adjustments and traffic control measures was approved by this office on September 9, 1966. We now approve your Staff Attorney's letter dated July 28, 1966, as well as the plans and estimate for that portion of city-owned adjustments within city limits furnished with Mr. Litchfield's letter dated August 30, 1966. Since the City is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory.

The above-mentioned P.S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned city-owned utility adjustments effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957, and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal participation.

RECEIVED
SEP
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
By Asst. State Hwy. Engr.
9-14-66

RECEIVED
NOV 1 - 1966

AHR455

EE-129(2)

6923

August 31, 1966

Agenda Item
4d
8-25-66

Mr. Walter H. Valade
City Recorder
City of Dayville
Dayville, Oregon

Dear Mr. Valade:

We are enclosing for your records a fully executed copy of a Cooperative Construction Abandonment Agreement covering the Dayville section of the John Day Highway (US26) in the City of Dayville, Grant County.

A conformed copy of the agreement has been sent to Grant County Court for their records. A fully executed copy of the agreement has been retained for the Commission's records.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: Grant County Court
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

A+R
Recd. 455

RECEIVED
SEP 6 - 1966

FOR FILING: ER-129(2)

Form CD-121 (11-63) (Prea. by A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6923

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 30, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER 129(2)
Dayville Section
John Day Highway
Guide Posts, W-2 Way

The plans show that W-2 way reflectors are to be used on this project.

The manual on Uniform Traffic Control Devices specifies that when delineators are used on through two-lane roadways, they shall be mono-directional except on hazardous curves.

The one curve that is on this project is not considered to be hazardous, so the use of bi-directional delineators on this project cannot be approved.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-1-66

RECEIVED
SEP 1 1966
OFFICE
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 16 1966
COMMISSIONERS
FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Ea-129(2)

6923

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Estimate of Cost
City of Dayville
Dayville Section
John Day Highway
Grant County

Dear Sir:

The City of Dayville is not familiar with our form and procedure for preparing utility estimates. They do not have adequately trained personnel to perform this work; however, they are capable of estimating the cost and adjusting the water lines. Therefore, the City has supplied the following information to Mr. Valentine by phone and requested he send a representative to advise them of the proper procedure for preparing the estimate and sketch map in final form.

Furnish & Install 900 feet of 1-1/2" Pipe @ $2.50 $2,250

This matter was discussed with Mr. Girvin this date. He indicated the estimate and sketch must be submitted to the Bureau of Public Roads on or before the date of award of this project.

Mr. Valentine or his representative will contact the City within the next few days to assist them in the preparation of the estimate.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:fp
cc F. B. Klaboe
A. F. Parson
J. W. Valentine

RECEIVED
AUG 16
ENGINEER

RECEIVED
AUG 18 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

ER 129(2)

TO 6123 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 10, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project ER-129(2)
Dayville Section
Grading, paving & structures

P.S. & E. documents for the subject project have been reviewed and are hereby approved concurrently with Mr. Chase's June 29, 1966 request for approval of a minor program change adding utility adjustments to the physical construction. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project, as indicated in Mr. Moehring's July 28, 1966 report except for the 13 outstanding files. We understand that these files are being negotiated but if not successful condemnation filings will be made with the expectation that these parcels will be available for occupancy and contractor's use prior to your requesting our concurrence in award.

Mr. Litchfield's June 30, 1966 Utility Status report states that no delays in utility adjustments are anticipated. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions. A preliminary estimate for the water line adjustment by the city of Dayville has been received and we have accepted this in lieu of an official submission of final estimate and sketch at this time. However, authorization to proceed with this adjustment is being withheld and these documents must be furnished prior to our concurrence in award.

You are authorized to proceed with contractor's flagging included in your estimate for $250.00.

The use of Article 102-1.3, Embankment measure, is approved for use on this project.

Mr. Young's August 9, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate

(more)

REFERRED TO
Young Wlmd. 8-18-66
By Asst. State Hwy. Engr.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

RECEIVED
AUG 1 3 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1966
FOR FILING
EK 129(3)
6223

July 20, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the August 25 meeting will be a cooperative construction-abandonment agreement with the City of Dayville and Grant County pertaining to the Dayville Section of the John Day Highway (US26) in Grant County.

The project will basically consist of grading and paving approximately 0.4 mile of new alignment with a new structure across the south fork of the John Day River. The old structure and approaches were quite extensively damaged during the winter floods of December 1964 and January 1965.

The agreement provides for the relocation and construction of the project, relocation of utilities, parking restriction, grade revisions, et cetera within the city of Dayville. Grant County, upon completion of the project, will assume jurisdiction, maintenance, control and all of the State's right, title and interest in that portion of the existing highway which is to be eliminated from the highway system by construction of this project.

The project is tentatively scheduled for the September 1, 1966, bid letting and estimated to cost approximately $339,000, of which approximately $281,000 is to be constructed with FH Funds and approximately $58,000 is to be constructed with State Construction Funds.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
C. H. Maison
I. D. Merchant

A. F. Parson

RU:nr bg

RECEIVED
JUL 13 1966
FOR FILING

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Const
R/W
John Day Hwy.

Salem, Oregon
June 17, 1966

SUBJECT:

To: R. L. Porter
Deputy State Highway Engineer
O F F I C E

Dayville

REFERRED TO
K 1000
BY DEPUTY STATE HIGHWAY ENGR.

Please proceed with the acquisition of right-of-way and construction of the John Day Highway through the town of Dayville.

Forrest Cooper
State Highway Engineer

FC:fn

cc Victor D. Wolfe

6-20-66
REFERRED TO
Edwards - Morgan - Coy - Mulkey - Nuckols
ASST. STATE HWY. ENGR.

Please get ready for July letting.

M Kloster

RECEIVED
JUN 23 1966
FOR FILING

Don Trout
6-7-66

Doyville

Located Line
Lth. 0.42 mi.

Grading	$52,506
Surfacing	48,762
Extra Work	9,525
40% E&C	44,317
Structures	97,400
R/W	16,000
Total	$268,510

Alternate Line (By Pass)
Lth. 0.64 mi.

Grading	$46,412
Surfacing	65,819
Extra Work	8,500
40% E&C	48,292
Structures	102,400
R/W	25,000
Total	$296,423

MEMO TO THE FILES- John Day Highway, Dayville
5/21/65

On Wednesday, May 19, 1965, between 6 and 7 p.m. I met with Mayor Grindstaff of Dayville to ascertain which of the two proposed highway routes the city officials would choose.

I showed the mayor a sketch map which shows both the alternate line and the located line. The mayor says that the City Council has already discussed these two proposals and that they are definitely in favor of the "Located Line." The Council feels that if the town is by-passed it will most certainly hurt business. The mayor is going to prepare a letter outlining the City Council's wishes and the Council members will affix their signatures. This letter will be forthcoming in a few days.

In discussing the location with the mayor and his wife they mentioned that the locating engineer had done an excellent job of explaining line location to them and answering their questions. They did not know his name.

H. S. Cox
County and City Engineer

HSC:mm

cc: Fred Klaboe
F. D. Morgan
J. D. Barbee
J. E. Morelock

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

(477

REFERRED TO
K1660
BY SECRETARY

DRAFT FOR COOPER

Dayville, Oregon
May 20, 1965

REFERRED TO
admin
BY SECRETARY

State of Oregon
Highway Dept.
Salem Oregon 97310

Dear Sirs,

We the common Council of Dayville understand there is a change to be made on Highway 26 in the vicinity of Dayville. We are asking that the Highway go through the main part of town. If the city was by passed it would ruin the town. Therefore we hope you will grant us this request.

Sincerely

Paul Grindstaff

Paul Grindstaff
Mayor

Walter H. Valade Recorder Treasurer

E. A. Voulton

Tracy Fa. Ersin

Elmer Rodsey

Charles P. Wyllie

Leslie E. Martin

Delbert L. Jenison
Councilmen

FG:fy

Enclosure 2 - maps

RECEIVED
MAY 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Lot 1

RIVER

JOHN DAY

2

McBain

BEGIN ALTERNATE LINE

Lot 2

N

ALTERNATE LINE	
Length 0.64 Mi.	
Grading	$ 63,340
Paving	68,160
Structures	102,400
TOTAL	$ 233,900

S 29°15' E

Store

PO

J E Snow

S 24°26' E

ALTERNA

N 89°22' E

BEGIN LOCATED LINE

LOCATED LINE	
Length 0.42 Mi.	
Grading	$ 71,400
Paving	47,300
Structures	97,400
TOTAL	$ 216,100

DAYVILLE

OREGON STATE HIGHWAY DEPARTMENT

SKETCH MAP SHOWING ALTERNATE ROUTES

DAYVILLE SECTION
JOHN DAY HIGHWAY

GRANT COUNTY

MAY, 1965

Scale 1"=400'

Stewart

Livestock Co

Found

Rob't. A Ford

Lot 3

END PROJECTS

ALTERNATE LINE

LOCATED LINE

S 54°02 E

S 80°03'E

W. B. Hinton

Lot 2

Mary Swift

Found

FORM E-30X—DCM—2-66 S#°25300-704

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

June 2, 1966

EA-1.2.9(2)

SUBJECT:

To: Hold to Bill

On this date, the Highway Commission approved the firm of Symonds, Grunbaugh, Wade, and Douglas to design the Fremont Bridge in Portland. Release of information re this will be made only from the Administrative Office.

The Commission approved the dates of July 11-13 for its summer inspection trip and accepted the invitation of Judge Ogle of Linn County to attend a Pancake Breakfast on the morning of July 12. The Commission ordered that a suitable two-motored plane with pilot and co-pilot be at the Lebanon Airport on the afternoon of July 12 to return Commissioner Simpson to Portland.

Instructed the State Highway Engineer to meet with interested groups in Polk County re highway matters as requested by State Representative Joe Rogers.

Instructed the Engineer to proceed with the construction of the Coos Bay Highway at Bayville on the Bypass Unit.

Instructed the Engineer to meet with the Multnomah County Court and the City officials of Wasco re improvement of Highway 97 at Wasco.

Instructed the Engineer to attempt to work out an acceptable solution to the sale of the old Multnomah Falls Hotel.

Agreed that a copy of a letter from the former Chairman of the Commission, Mike M. Nolan, be considered at the next meeting.

Set a tentative date for a hearing to be held in the Medford area relative to the location of the Medford Highway.

JCS:fh
cc R. L. Porter
Tom Edwards
Lloyd F. Shaw

Norman Scott
State Highway Engineer
F. E. Kilbon
Victor D. Wolf

RECEIVED
JAN 25 1966

FOR FILING ER-129(2)

Form CD-121 (11-63) (Prev. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

6923

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 21, 1966

In reply refer to: 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's January 7, 1966 letter requested authorization to purchase right of way between Engineer's Station 205 and Station 230 on the project listed below:

Item	Project	Location	Work
55	ER-129(2)	Dayville	ROW

This project has been programed as a Stage 2 Right of Way item and approved on March 22, 1965, with incidentals authorized on June 25, 1965. Our January 18, 1966 memorandum waived requirements for additional hearings, therefore you may now proceed with purchase of right of way on the described portion of the project.

REFERRED TO
By Asst. State Hwy. Engr.
1-24-66

RECEIVED
JAN 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 21 1966
FOR FILING

Form CD-121 (11-63) (Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

ER-129(2)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6423 Salem, Oregon

DATE: January 18, 1966

In reply refer to: 08-35-EC/400.1

FROM : A. W. Parsons, Division Engineer
A. W. Parsons
Salem, Oregon

SUBJECT: Oregon Project ER-129(2)
Dayville Section, John Day Highway
Public Hearing

Your November 1, 1965 certificate transmitting the public hearing transcript for the subject project indicated that you had considered the economic effects in adopting a northerly bypass routing presented at the hearing. Mr. Klaboe's January 14, 1966 letter now notes that you have reconsidered and will adopt a southerly routing.

Based on your presentation, we concur in the adoption of the southerly route and waive requirements for additional hearings. It should be understood that alternate routes, if any, that have been considered must be presented by the State Highway Department at all future public hearings on other future highway improvements in the State.

REFERRED TO
Wolfe-Young-Morgan
BY ASST. STATE HWY. ENGR.
1-21-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 17 1966
FOR FILING

Const
RLW
John Day

January 14, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

As a result of the December 1964 flood, considerable damage was done to the bridge over the south fork of the John Day River on the John Day Highway at approximately M.P. 131.3.

In preparing for the replacement of this structure, it was determined that it would be advantageous to improve the alignment by crossing the river somewhat southerly of the existing structure and thereby eliminate three unsatisfactory curves by replacement with one. This is as shown on the Location Prospectus and the attached map which was prepared as a preliminary hearing map and is indicated as Exhibit "A".

Prior to going to public hearing, further consideration indicated the advisability of investigating the possible bypass of the business district of Dayville with a revised alignment which would cross the south fork of the John Day River somewhat northerly of the existing structure. This route is shown on Exhibit "B". This investigation indicated that for a very nominal increase in cost the bypass of Dayville could be accomplished. It was the determination of the engineering staff of the Highway Department that since bypassing normally is advantageous, this would be the proper procedure in this instance.

As you know, the Highway Department subsequently held a public hearing in the Dayville City Hall on Thursday, September 30, at which time Highway Department staff personnel presented to the citizens of the area the so-called Dayville Bypass Line. At this hearing the line as originally relocated was not proposed by the Highway Department staff as an alternate for the reasons mentioned above, but was proposed during the hearing by persons other than Highway Department staff testifying during the hearing. This statement is documented by the transcript of

the hearing. It was the consensus of local opinion, including the official bodies of the Grant County Court and the Dayville City Council, that the line as originally relocated would more adequately serve the needs of the locally generated traffic.

On careful reconsideration of all facets of the alternate plans (including economic effects and testimony at the hearing), it is the opinion of the Highway Commission that the major amount of traffic (local and through combined) would be best served by the adoption of the line as originally relocated.

Since this route was the subject of discussion during the public hearing, and further, since it is the unanimous choice of the local people, the Dayville City Council and the Grant County Court, it is not felt that additional hearings would be of any benefit. We therefore solicit your concurrence in the Highway Commission's adoption of the so-called southerly route as originally relocated, and as delineated on Exhibit "A".

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Attachments

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
H. S. Cox

VDW:mc srb

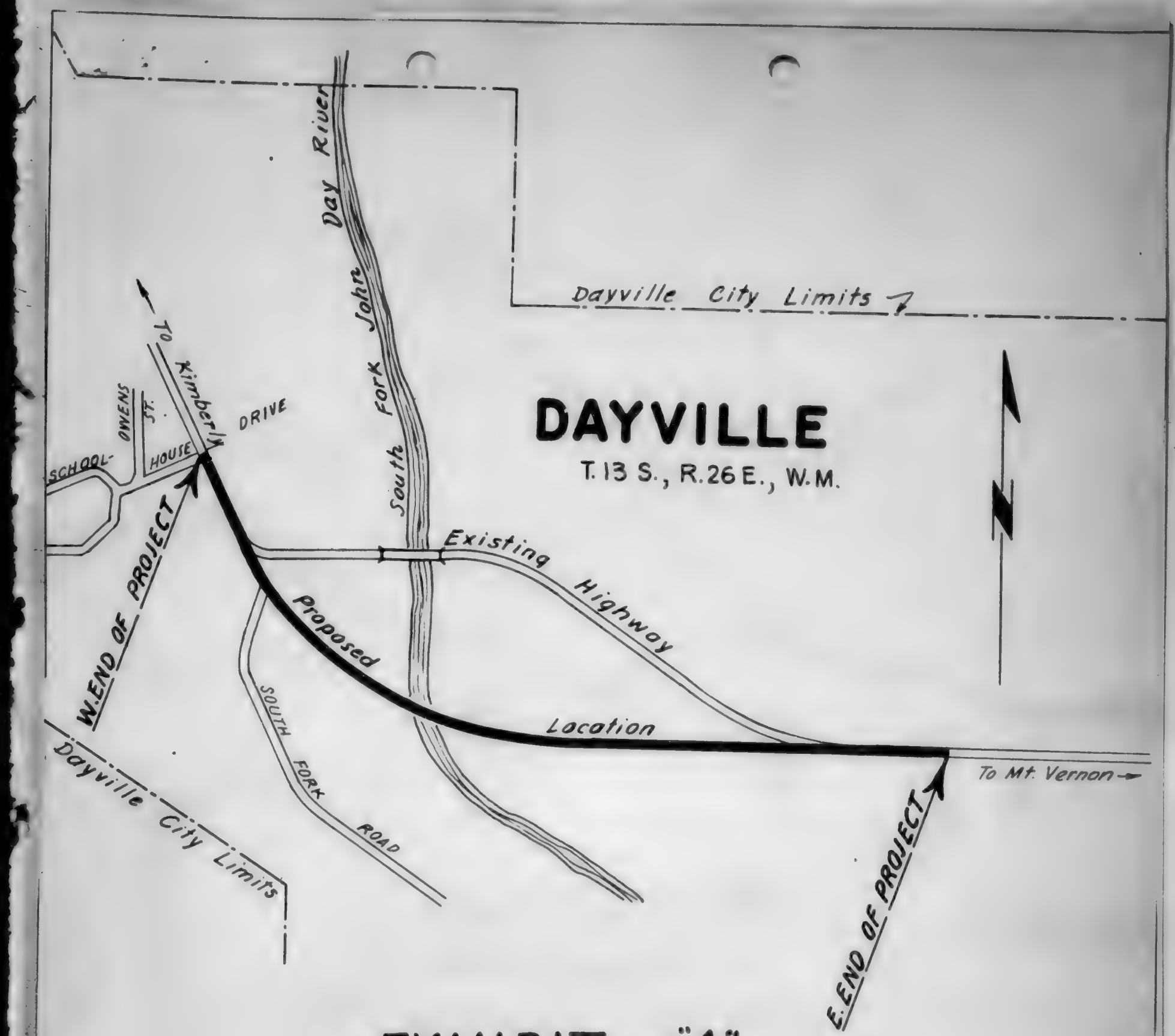


EXHIBIT "A"

Preliminary Hearing Map

DAYVILLE SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

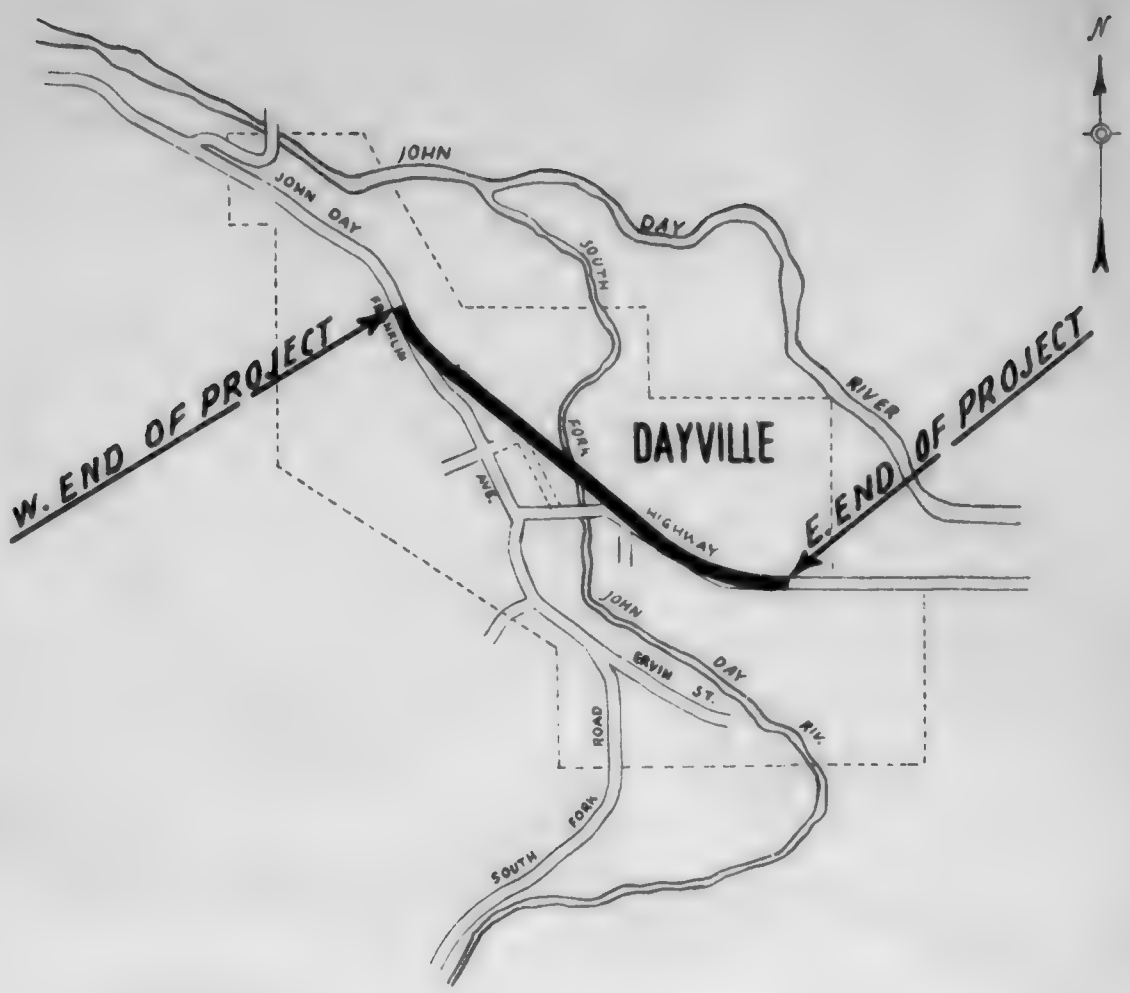


EXHIBIT "B"

Preliminary Hearing Map

DAYVILLE SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

Noted	DE	ADE	ADE	DOE

CITY OF DAYVILLE

Dayville, Oregon

97825

DEC 13 1965

REC'D DIV. OFFICE
LA GRANDE

NOTED
DON HARRELL

Mr. A. F. Parson
P.O. Box 850
La Grande, Oregon

Dear Mr. Parson:

NOTED
RICHARD UNREIN

The citizens of Dayville, Oregon are in favor of the improvement of U. S. Highway 26 through our town. By using the Southern Route, it would eliminate the bad curve at the East end of town. This would necessitate building a new bridge south of the existing one. It would also improve the accessibility to Dayville.

We feel it will be a great improvement as to the safe driving conditions through our town. Thank you very much for your help in this improvement project for Dayville.

Sincerely

Paul Grindstaff

Paul Grindstaff, Mayor
Dayville, Oregon

Walter H. Valade
Walter Valade, Treasure

Leslie B. Martin
Leslie Martin, Councilman

Tracy Ervin
Tracy Ervin, Councilman

Ed A. Moulton
Ed Moulton, Councilman

Charles Wyllie
Charles Wyllie, Councilman

Elmer Godsey
Elmer Godsey, Councilman

Olie Jenison
Olie Jenison, Councilman

December 27, 1965

Honorable Gail Dieker
Mayor of Dayville
City Hall
Dayville, Oregon

Dear Mayor Dieker:

The State Highway Commission at its meeting on December 14, 1965, adopted a survey concerning improvement on the Dayville Section of the John Day Highway.

You will recall that a public hearing on this project was held in Dayville on September 30, 1965, and a transcript of the hearing was sent to you.

For your information, we have attached a sketch map showing the route of the new section and a copy of the Commission's "Survey Resolution No. 305" adopting the survey.

Very truly yours,

Secretary
OREGON STATE HIGHWAY COMMISSION

EP

Att.

cc: Mr. Victor Wolfe

RECEIVED
DEC 10 1965
FOR FILING

ER 129(2)

6123

December 9, 1965

Oregon State Highway Commission

Gentlemen:

The survey on the Dayville Section of the John Day Highway in Grant County has been completed. The approaches to the bridge on the existing highway were washed out during the December 1964 flood and have been repaired on a temporary basis. A public hearing was held in Dayville on September 30, 1965, on a proposed line that would have bypassed the community of Dayville. This proposal was objected to by local citizens and it is the instruction of Commissioner Fridley that a line be adopted that did not bypass the town. Such a line is presented for your consideration as indicated on the attached survey approval map.

The estimated cost of this project is $335,000. The Bureau of Public Roads has approved the expenditure of $280,000 of BR funds on this project. This would leave a balance of $55,000 for the easterly end of the project where we consider it very desirous to improve the alignment of the present highway. This $55,000 would be State Construction money.

It is recommended that you approve the survey and grant authority to purchase the necessary rights of way. It is also recommended that you approve the addition of the $55,000 to the current State Construction Program. This matter will be on the agenda for your December 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
D. H. Moehring
C. H. Maison
A. F. Parson

DJB:rw bg

BEGINNING OF SURVEY
STA. 202+50

←To Kimberly

DAYVILLE

SOUTH FORK JOHN DAY

FRANKLIN AVE.

OWENS ST.

DR.

SCHOOLHOUSE

S. FORK RD.

City Limits

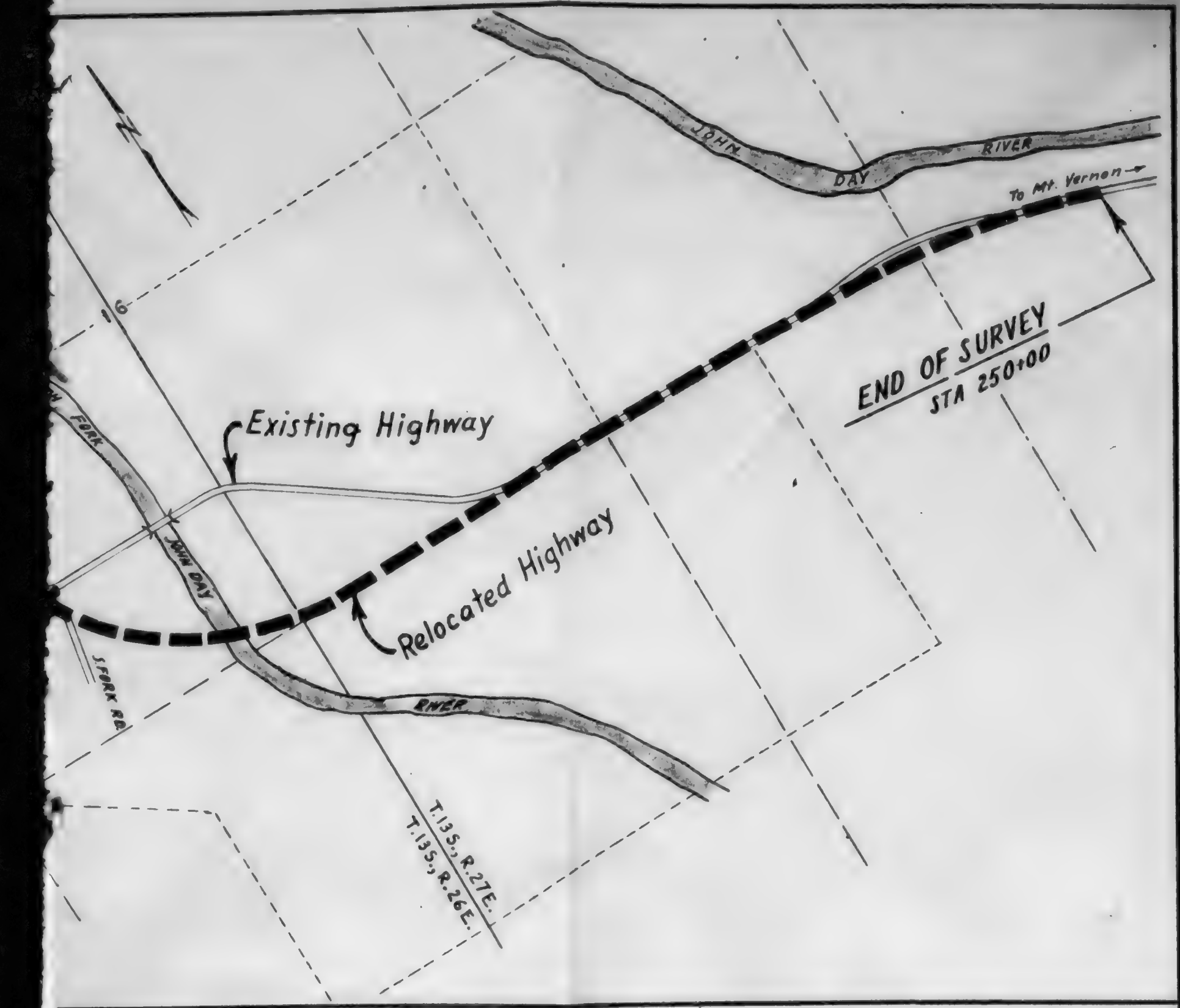
TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY ...
STATE HIGHWA
BUREAU OF P
THROUGHWAY RESOLUT
ACCESS CONTROL ...

APPROVED: DEC

0.90 Mi

DRG. NO. 1R-4-173



PUBLIC HEARING	9-30-65
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	None Required
BUREAU OF PUBLIC ROADS	None Required
THROUGHWAY RESOLUTION ADOPTED	None Required
ACCESS CONTROL	Limited

APPROVED: DEC 9 - 1965, 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

DAYVILLE SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

SCALE: 1" = 500' ±

DATE: Dec., 1965

FOR DETAILS SEE DRG. NO. 8B-34-7, Oct. 1965

RECEIVED
DEC 3 - 1965
FOR FILING

EK 127 (2)

To: 123 MEMO TO FILE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 2, 1965

SUBJECT:

On this date, I discussed the matter of the routing of the John Day Highway through the town of Dayville with Commissioner Fridley.

It was Mr. Fridley's instruction that we construct the highway "through the town".

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
JAN 4 - 1966

FOR FILING

Comm
Gen
John Day

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 12, 1965

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

SUBJECT: Dayville Interchange
John Day Highway

Please work up a project for letting early next year to replace the existing bridge over the south fork of the John Day River with a new and adequate structure.

The new structure should be constructed as close to the old structure as possible and the road work held to an absolute minimum.

You should use the ER funds available for this project and if they are not sufficient, advise me so that I may program additional funds from the State Highway Commission.

F. B. Klaboe
Assistant State Highway Engineer

FBKiserb

cc: Mr. Ivan Merchant

Plans changed the 1st relocation plan
7

NOTED
F. B. KLABOE

FORM E-123X 50M 12-62

RECEIVED
NOV 2 - 1965
FOR FILING

ER-127(2)
6933

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
McMINNVILLE
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID O. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 1, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Public Hearing
Dayville Section
John Day Highway No. 5

Dear Sir:

In compliance with the provisions of PPM 20-8(1) dated June 16, 1959, the mayor of Dayville was notified by letter dated September 13, 1965, of the Highway Commission's proposed plans for the relocation of the Dayville Section of the John Day Highway in western Grant County, Oregon.

The letter indicated a public hearing would be held in the Dayville City Hall beginning promptly at 2 p.m. on Thursday, September 30, 1965. This public hearing would be preceded by informal informational hearings to be held Wednesday and Thursday, September 29 and 30, respectively. Proper public notification appeared in the "Blue Mountain Eagle" newspaper and the hearings were held as scheduled.

A transcript of the hearing and copies of the correspondence regarding this matter are attached for your information and records.

The State Highway Department has considered the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

H. S. Cox

By: H. S. Cox
County and City Engineer

DHH:ms
Att.
cc: R. L. Porter
L. P. Shaw
F. B. Klaboe ✓
Tom Edwards — D. H. Moehring
Victor Wolfe — J. E. Morelock
I. M. Merchant — R. M. Chase
L. E. Young — O. E. Rohde
F. D. Morgan — A. F. Parson

RECEIVED
NOV 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1965
FOR FILING
ER-129(2)
6726

October 29, 1965

Oregon State Highway Commission

Gentlemen:

Our survey on the Dayville Section of the John Day Highway in Grant County has been completed. A public hearing on this section was held September 30, 1965. A map is attached for your information.

All testimony at the public hearing was opposed to this route which in effect bypasses the main business area of Dayville. I believe, however, that our survey is the proper one for the safe and expeditious flow of traffic.

The construction cost of this section is estimated at $280,000, with right-of-way acquisition estimated at $37,000. Emergency relief funds in the sum of $150,000 are available for this project. This would leave a cost to the State of $167,000 for the balance of construction and rights-of-way.

I recommend your approval of this survey and authority to purchase the necessary rights-of-way. I also recommend that the State's share of $167,000 be added to the 1966 State Construction Program. This matter will be on the agenda for the meeting November 4.

Very truly yours,

Everett Cooper
State Highway Engineer

Attmh.

cc: Floyd Quay
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
D. M. Moehring
C. M. Maison
A. F. Parson

DJB:rw bg

BEGINNING OF SURVEY
STA. 191+00

←To Kimberly

DAYVILLE

SOUTH PARK

FRANKLIN AVE.

OWENS ST.

DR.

SCHOOLHOUSE

E. FORK RD.

City Limits

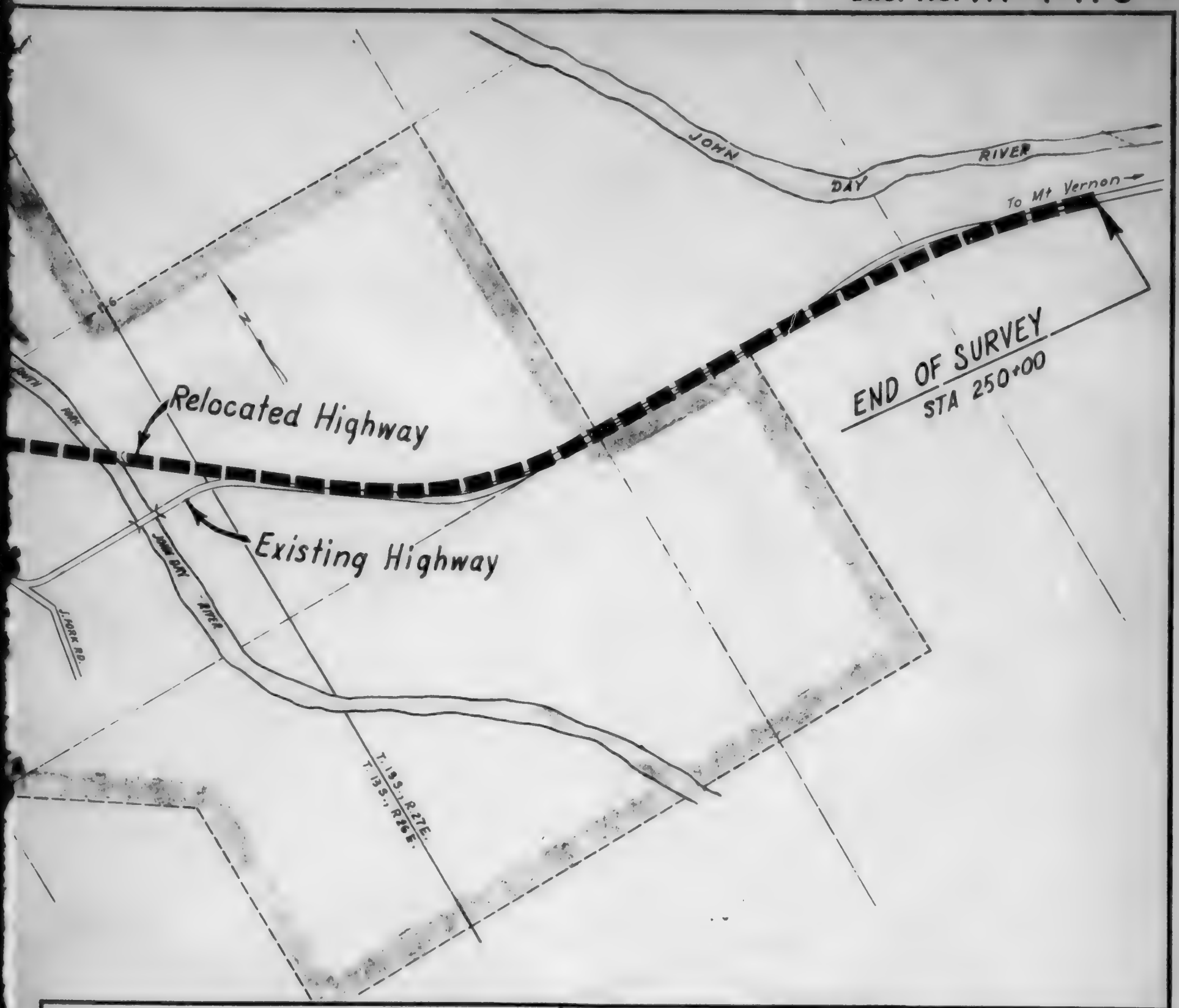
TYPICAL SECTION

PUBLIC HEARING
SYSTEM ACTION
COUNTY
STATE HIGH
BUREAU OF
THROUGHWAY RESOL
ACCESS CONTROL

APPROVED:

1.12 Mi.

DRG. NO. 1R-4-173



PUBLIC HEARING	9-30-65
SYSTEM ACTION	
COUNTY	Not Required
STATE HIGHWAY COMMISSION	Not Required
BUREAU OF PUBLIC ROADS	Not Required
THROUGHWAY RESOLUTION ADOPTED	Not Required
ACCESS CONTROL	Limited

APPROVED: , 19

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT

SURVEY APPROVAL MAP

DAYVILLE SECTION

JOHN DAY HIGHWAY

GRANT COUNTY

SCALE: 1" = 500' ±

DATE: Oct. 1965

FOR DETAILS SEE DRG. NO.

88-34-7 Oct. 1965

AUG 27 1965
FOR FILING
EK:129(2)
6723

Salem, Oregon 97310
August 26, 1965

Dayville Road Section

Mr. F. D. Morgan
Construction Engineer
BUILDING

I enclose a copy of a letter to Mr. Porter from Mr. Cooper concerning this section. Our instructions are to proceed with the location that bypasses Dayville to the north and east.

You should proceed in the following manner: do just enough surveying of this proposed line in order to establish the route. When you have accomplished this work, please prepare suitable exhibits, et cetera, so that we can hold a hearing before proceeding further with the precise survey work.

I suggest also that you have Mr. A. F. Parson contact the local officials prior to beginning the route surveying work and advise them that we are holding a hearing on our recommendation in the near future.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosure

cc: Mr. R. L. Porter

RECEIVED
JUN 10 1965
FOR FILING

ER-129 (2)

Salem, Oregon
June 10, 1965

Telephone Call
A. F. Parson
Dayville

MEMO TO FORREST COOPER

Mr. A. F. Parson called this date and asked that I advise you that he had been in touch with Mayor Grindstaff of Dayville re the bypassing of that town with the new route.

The mayor was not too certain after Doc had gotten through with him that bypassing was not perhaps a real good idea. He is going to call the few townspeople together and get a straw vote of their feeling.

Victor D. Wolfe
Administrative Assistant

VDW:sw

cc: F. B. Klaboe

NOTED
H. S. COX

NOTED
DON HARWELL

MEMO TO THE FILES - John Day Highway, Dayville
5/21/65

On Wednesday, May 19, 1965, between 6 and 7 p.m. I met with Mayor Grindstaff of Dayville to ascertain which of the two proposed highway routes the city officials would choose.

NOTED
R. H. PRANGE

I showed the mayor a sketch map which shows both the alternate line and the located line. The mayor says that the City Council has already discussed these two proposals and that they are definitely in favor of the "Located Line." The Council feels that if the town is by-passed it will most certainly hurt business. The mayor is going to prepare a letter outlining the City Council's wishes and the Council members will affix their signatures. This letter will be forthcoming in a few days.

In discussing the location with the mayor and his wife they mentioned that the locating engineer had done an excellent job of explaining line location to them and answering their questions. They did not know his name.

H. S. Cox
County and City Engineer

HSC:mm

cc: Fred Klaboe
F. D. Morgan
J. D. Barbee
J. E. Morelock

RECEIVED
MAY 18 1965
FOR FILING

EK 129(2)

#6923

Salem, Oregon 97310
May 17, 1965

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Dayville Section
John Day Highway
Grant County

I

I am returning your rough draft and four copies of a sketch map showing two alternate lines in the vicinity of Dayville, Oregon.

One line known as the located line perpetuates traffic movement through the center of town. The other line known as the alternate line bypasses the town entirely. It is our feeling that the highest preference should be given the alternate line. However, before proceeding to request Bureau of Public Roads' approval for this alternate line, we would like some indication of the city's feeling about being bypassed.

Please, therefore, make it a first order of business to contact the officials of Dayville and ascertain their feelings about the matter.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: Mr. H. S. Cox

OREGON
SKETCH

GRANT C

Lot 1

RIVER

JOHN DAY

Lot 2

Ford

Ford

BEGIN ALTERNATE LINE

Rob't. A Ford

Lot 3

ND PROJECTS

ALTERNATE LINE

S 28°26'E

S 54°02'E

S 89°24'E

W. S. Hinton

LOCATED LINE

BEGIN LOCATED LINE

DAYVILLE

ALTERNATE LINE	
Length 0.64 Mi.	
Grading	$ 63,340
Paving	68,160
Structures	102,400
TOTAL	$ 233,900

LOCATED LINE	
Length 0.42 Mi.	
Grading	$ 71,400
Paving	47,300
Structures	97,400
TOTAL	$ 216,100

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 1 pages

RECEIVED APR 1 - 1960

Section DAYVILLE Highway JOHN DAY (FA 5) County GRANT Prefix 1211(6)

Res. Engr. M. M. Stamp Approx. Length 0.5 Miles. Sta. 204+00 to Sta. 227+50 Date 3-22-60

Truck A.D.T. 83 Traffic Coefficient 7.9 18 kip s.a. per day 58.2.

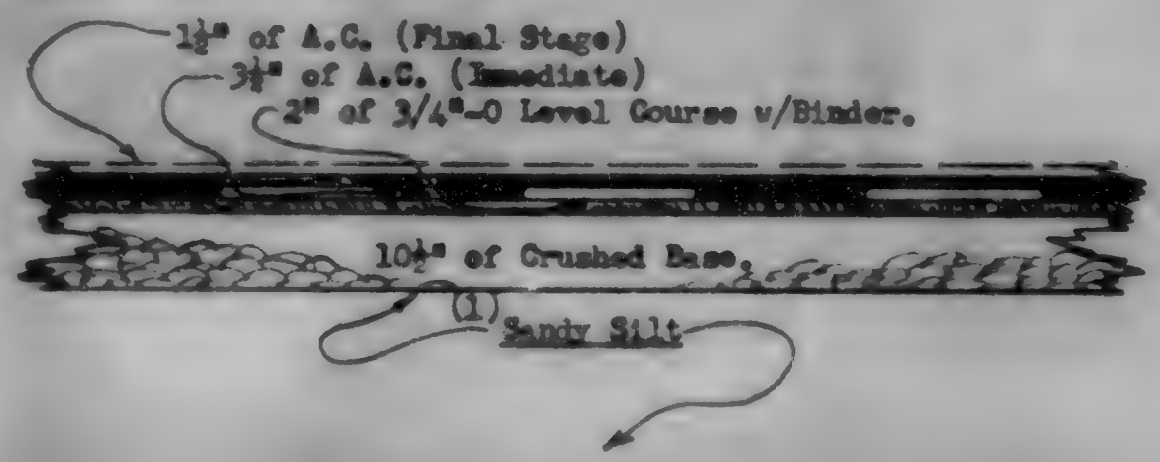
Annual Precipitation 12"± Frost Penetration 24"±.

(1)
Typical Soil

39	LL
10	PI
99	%P 10
82	%P200
1	%Gravel
1	%C Sand
16	%F Sand
66	%Silt
16	%Clay
23	"R" Value (Corrected)

AASHO CLASSIFICATION:
A - 4 (8)

MATERIAL SOURCES:
Proposed
State controlled Quarry 300' Lt. of Sta. 610, MP 138.5, John Day Highway.



CBR Total Req.	Credit	Actual Thick.	
	3	1½	A.C. (Final)
	7	3½	A.C. (Mixed)
	2	2	Level Course
	10½	10½	Cr. Base
22½	22½	17½	

3.22

Copies to:
R.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Locating Engineer
Rural Engineer

NOTED
LLOYD P. SHAW

Submitted by [signature] Staff Assistant Recommended by [signature] Engineer of Materials

Recommended by [signature] Asst Construction Engineer Approved by [signature] Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE REVIEW

Section DAYVILLE Highway "OTHER ROADS" County _____ Prefix _____

Rec. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date _____

Truck A.D.T. See below Traffic Coefficient _____ 18 kip e.s. per day _____.

Annual Precipitation _____ Frost Penetration _____.

(1)

Typical Soil	Truck ADT	Wear. Surf.	Level	Crushed Base	CBE Total Req.	Credit	Actual Thick.
LL							
PI							
See SP 10	8 - 30	2" A.C.	2"	13"	19		17
Page SP200	1 - 8	2" A.C.	2"	10"	16		14
1 %Gravel	Care Only	2" A.C.	2"	*8"	12		*12
%C Sand							
%F Sand							
%Silt							
%Clay							
R Value (Corrected)							

*Increased to equal ½ the reported frost depth.

Should an oil or gravel wearing surface be used in place of A.C., the "Required Total Thickness" would be equal to the depth shown in the "Crushed Base Equivalent" (CBE Total Req.) Column.

AASHO CLASSIFICATION:

SECTION: DAYVILLE

HIGHWAY: JOHN DAY (FA 5)

COUNTY: GRANT

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 540 (Total)

B. Future ADT 972 (Total)

C. Mean ADT 756 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 22 (ADT Basis) (Logging-Heavy)

G. Trucks (in one direction) $\frac{F}{2}$ = 11% x (C) 756 = 83

H. % Trucks in Design Lane 100%

I. Trucks in Design Lane (G) 83 x (H) 100 % = 83

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.669

= 7.9

SECTION: DAYVILLE

HIGHWAY: JOHN DAY (FA 5)

COUNTY: GRANT

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: None made - See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil
7. Stage Construction: Part of the design
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to A.C. construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.5± mi.) project, with no P.C.C. pavement in the immediate area.

RECEIVED
FEB 19 1965
FOR FILING

COMMISSIONERS
GLEN [illegible] MEDFORD
KENNETH N. FRIDLEY, MEMBER WASCO
DAVID B. SIMPSON, MEMBER PORTLAND

ER-129 (2)
[illegible] 6723

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 15, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

Dear Sir:

Reference is made to your letter dated February 10, 1965 re access on the Dayville Section, John Day Highway.

We do not intend to control access within the corporate limits of Dayville; however, an agreement will need to be negotiated with the City of Dayville to restrict shoulder parking to parallel on each side of the roadway.

Very truly yours,

F. D. Morgan
Construction Engineer

By L. J. Barbee

D. J. Barbee
Assistant Construction Engineer

BG:fp
cc L. P. Shaw
H. S. Cox
J. E. Morelock

RECEIVED
NOTED
LLOYD P. SHAW

Form CO-121
(11-63)
(Prescribed by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Shaw

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, N.E.
Salem, Oregon - 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 10, 1965

In reply refer to: 08-35.4-DA/423.31

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Location Prospectus, Dayville Section of the John Day Highway
In Grant County

A review has been made of the locationsprospectus, Dayville Section of the John Day Highway.

Do you intend to control access where the new roadway coincides with the alignment of the existing road on the northerly end of the project? We recall some vehicles park parallel on the west side of the roadway and some vehicles park both parallel and angle on the east side of the roadway. Please advise us on your plans.

We approve the prospectus.

FEB 15 1965

NOTED
LLOYD P. SHAW

original to Bonham
copy to Yaeger
2-18-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Commissioners
Wayne E. Phillips, Baker
Chairman
Tallant Greenough, Coquille
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Joseph W. Smith, Klamath Falls

EA 12.1(a)

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

February 1, 1965

CONSTRUCTION DIVISION
RECEIVED
FEB 2 1965
CE ACE ACK COR

State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

In regards to prospectuses transmitted with your letters of January 13 and 14, 1965, we concur with the comments of the Oregon Fish Commission in their letter of January 26, 1965 with respect to the following projects:

Burnt Woods-Blodgett Section, Corvallis-Newport Highway, Lincoln and Benton Counties.

Dayville Section, John Day Highway, Grant County.

Fir Villa Bridge, FAS 748, Polk County.

We appreciate receiving notification of these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:ae

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
A. F. Parson (2)

NOTED
LLOYD P. SHAW

COMMISSIONERS:
HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

EK 12-9 (2)

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

6923

January 26, 1965

CONSTRUCTION DIVISION
RECEIVED
JAN 1965
HIGHWAY DEPT.

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

The prospectuses for the following titled proposed highway construction projects transmitted to us by letters dated January 13 and 14, 1965 have been examined by our staff:

Burnt Woods - Blodgett Section, Corvallis-Newport Highway, Lincoln and Benton Counties.

Dayville Section, John Day Highway, Grant County.

Fir Villa Bridge (Rickreall Creek), FAS 743, Polk County.

Anadromous fish inhabit the rivers and streams involved in all of these projects hence fish passage must be maintained. Contractors should be cognizant of the potential hazard to fish life of petroleum products and industrial chemicals. Untimely, heavy silt loads in the streams should be avoided.

Your favorable consideration in these matters will be appreciated.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

cc: R. Koski, Oregon State Game Commission

Copies to:

L. P. Shaw	J.E. Morelock
L. H. Young	R. D. Asburry (4)
T. C. Roake	A.F. Parson (2)
F.L. Hall	

NOTED
LLOYD P. SHAW

RECEIVED
JAN 19 1965
FOR FILING

1-1365

ER-129(2)
6923

Prefix No. 12-1483

LOCATION PROSPECTUS
DAYVILLE SECTION
JOHN DAY HIGHWAY
GRANT COUNTY

HIGHWAY: John Day, State Primary No. 5, Federal-aid Primary No. 5. Not on throughway system.

TERMINI: West end at M.P. 131.0, 0.2 mile west of bridge over South Fork of the John Day River. East end at M.P. 131.6, 0.4 mile east of the bridge over South Fork of the John Day River.

LENGTH: 0.6 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for grading, paving and structure on new alignment. The existing bridge, with a 17'3" H.C., lost its timber approaches due to washout. The proposed structure will be located approximately 400 feet upstream on new approach alignment. A formal reconnaissance is not necessary. Routine soils investigations will be conducted. There will be no need for special drainage studies or an economic analysis. The whole project is within the city limits of Dayville.

CHARACTERISTICS: Existing ADT 700; projected ADT 980, 1.4 factor. The existing rise and fall and central angle are 40 feet and 137 degrees respectively. The proposed rise and fall and central angle will be determined during the survey.

STANDARDS: Class "C", maximum curvature 10 degrees, maximum grade 6 per cent. Deviations from State and AASHO standards are not anticipated.

TYPICAL SECTION: 24-foot travel way with 8-foot shoulders.

BRIDGE: Crossing the South Fork John Day River. H.C. to be 32 feet. Sidewalks to be determined.

ACCESS: Direct to pavement limited as to location, width and unrestricted as to land use.

BASE: Tentative design for construction is:

Paving	1-1/2" A.C. Final
	3-1/2" A.C. Immediate
Top Course Base	2 " Leveling
Bottom Course Base	9-1/2" Coarse Base
Total Depth	16-1/2"

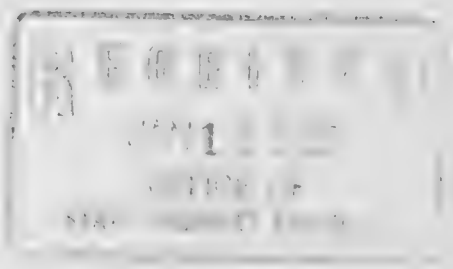
MATERIAL: Sources to be located during the survey.

ADDITIONAL FACILITIES: No railroads.

AGREEMENTS: An agreement with the town of Dayville may be needed concerning disposition of existing highway. A public hearing is required.

PARKS: None affected.

January 13, 1965
Attachment
cc: Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
A. F. Parson (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L.Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young



PROSPECTUS MAP
DAYVILLE SECTION
JOHN DAY HIGHWAY

GRANT COUNTY

Scale 1" = 400' 1965

J.E. Snow

JOHN DAY RIVER

SOUTH FORK

Lot 2

194+93.5 P.C.

197+55.2 P.T.

BEGIN PROJECT M.P. 131.0

EQUATION

Mid Stone Found.

Found

M.P. 131.20
EXISTING BRIDGE
H.C. 17'3" steel
22'7" Approaches

Rob't. A. Ford

Stewart

Lot 3

EQUATION

END PROJECT M.P. 131.6

227+40.2

W. B. Hinton

S.60°03'E.

Maud M. Erwin

E.B. Morris

-12"corr.l.Pipe

N.89°44'E.

8'-0"-24"corr.l.Pipe

0+14-18"corr.l.Pipe

Steel Span
Pile Trestle Apprs.

16°C.R.
TA-56°12'
T-218.8

5°C.L.

Lot 4

Mary Swift

8'-15"-18"corr.l.Pipe

9'+20-18"corr.l.Pipe

Co. Road

8' 12' 12' 8'

A.C. pavement

variable slopes

variable slopes

17-1116 Cave Junction Sec., Redwood Hwy. (Grading and paving) 1966

#6924

C & A 3116

RECEIVED
AUG 3 1967
FOR FILING

17-1116
6924

August 2, 1967

St. Paul Fire and Marine Insurance Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6924 awarded to McKenzie Road and Driveway Company for grading and paving the Cave Junction Section of the Redwood Highway in Josephine County was completed on May 29, 1967, and accepted by the Highway Commission on August 1, 1967.

Final payment in the amount of $6,263.42 will be released to the contractor after August 9, 1967. The total contract amount is $210,708.25 including $2,266.58 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Smery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc McKenzie Road & Driveway Company
3600 County Farm Road
Eugene, Oregon 97401

Tremp and McKinley Agency
Attention: Ronald C. Boehi
260 11th Avenue East
Eugene, Oregon
L. H. Young

C. H. Maison
Attn: John Herr

RECEIVED
AUG 2 1967
FOR FILING

17-116

6924

August 1, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 29, 1967, on Contract No. 6924. The contract was with McKenzie Road and Driveway Company and was for the grading and paving of the Cave Junction Section of the Redwood Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 1, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

SRB:cp

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cave Junction		WEEK ENDING: June 17, 1967
		SECTION PREFIX: 17 - 1116
HIGHWAY: Redwood		COUNTY: Josephine
NAME OF JOB: Cave Junction Section	KIND OF WORK: Grading and Paving	
CONTRACTOR: McKenzie Road & Driveway Co.	CONTRACT NUMBER: 6924	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 19, 1966	DATE WORK STARTED: November 2, 1966	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN - SUPERVISION -	SPECIFIED WORK DAYS - SPECIFIED CALENDAR DAYS 260	WORK DAYS USED - CALENDAR DAYS USED 242
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 93%
PROJECT AUTHORIZATION: $ 220,415.62	ENGINEERING AUTHORIZATION: $ 16,347.40	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 205,680.50	ENGINEERING COST TO DATE: $ 23,082.09	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 217,897.87		DATE PROJECT WAS COMPLETED: May 29, 1967
ESTIMATED PERCENT: OVERRUN 5 %	PERCENT OF AUTHORIZATION: 141 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	[illegible] PAVE.	MAT'L. PROD
100%	100%	100%	100%	100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.70	0.70			0.70
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.70	0.70			0.70
TOTAL ESTIMATED QUANTITIES (CONTRACT)	13,600	19,700			10,500
TOTAL QUANTITIES CORRECTED TO DATE	15,370	24,950			10,400
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,370	24,950			10,400
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 11	Partly Cloudy			
MONDAY 12	Fair			
TUESDAY 13	Fair			
WEDNESDAY 14	Fair			
THURSDAY 15	Fair			
FRIDAY 16	Fair			
SATURDAY				

Routing

RECEIVED

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 11	
MONDAY 12	
TUESDAY 13	
WEDNESDAY 14	
THURSDAY 15	
FRIDAY 16	
SATURDAY 17	

REMARKS

Submitted semi-final estimate to Division office on Wednesday of this week.

SIGNED James W McVicar LOCATION Grants Pass, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

I. V. Grange Backs Chamber On Forks Park & Happy Camp Road

The Illinois Valley Grange told Chamber of Commerce representatives Monday night that it backed it 100%, both in its striving for the completion of the Forks State Park and the Happy Camp Road.

Grange members said they were concerned with the state's plan for a 400 plus acre park at the border which would, they say, help drain more money away from the Valley from both north and south-bound traffic.

With the Forks conveniently located to shopping, it was only reasonable to insist that the area be developed fully first, said the Grange.

The state has maintained the Forks Park is "flood-prone," and although the flood damage to Valley of the Rogue Park was much greater, has rebuilt and added even more units to the area. The Forks suffered flood damage in 1964 in the lower section, but with so much high ground available, both the Grange and the Chamber cannot understand why improvements have not proceeded as they were led to believe were scheduled.

As for the Happy Camp Road, the Grange said it shared the Chamber's feelings that an all-year road would definitely be a boon to the Valley and assured it of continued support.

In other Tuesday business, the Chamber heard Cliff Sowell tell of services offered by OSU in landscaping of towns and cities. Sowell has been in contact with those in charge of the program and said he would help the Chamber arrange a public meeting with them.

Included in the services, besides landscaping, was the possibility of architectual aid in building design. Sowell said under certain conditions the cost of the service would be as low as $50 plus 6 cents per mile travel charge. The Chamber moved to set an appointment date at the university's earliest convenience.

3-1-67

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

FROM THE DESK OF
SID BAZETT
STATE REPRESENTATIVE
JOSEPHINE COUNTY

Cave Junction's 'Crowning' Glory

Although everyone connected locally with street work through Cave Junction has shown concern over the highway's crown, there is apparently at least one engineer who feels it "will not prove to be hazardous in any way," to quote from a letter received from him.

Of course, this engineer lives in Salem, works in Salem, maybe even seldom leaves Salem. Local parties, including engineers and contractors in the area or on the job, have repeatedly said the proposed crown was ridiculous.

The Josephine County Commissioners, contacted by the Illinois Valley Chamber of Commerce, have agreed to pay the county's share of costs involved in getting the job done right --if the city fathers of Cave Junction take official action. "Official action" we assume to be a formal request to the state to reduce the crown to reasonable proportions.

We hope the council takes this action, and soon, for we're afraid that when the paving crews move in this spring, it's all over, Johnny, and Cave Junction will be stuck with a highway the looks and driveability of which will bring tears and sneers from all who are forced to use it.

If the crown is not reduced now, it will be interesting to see the famed Redwood Highway through the city in a few years. The center section is already breaking up—there's no base under it—and when it needs repairing, more asphalt will be laid on top and feathered off to nothing at the curb, adding even more altitude to the center.

State Representative Sid Bazett was contacted by the Chamber of Commerce and immediately took the matter up with state engineer Forrest Cooper, who said he would have engineer "Pop" Chandler keep an eye on it and report to him.

We need a little more than "keeping an eye" on it. We need a firm promise that the center section will be removed, a base added so the highway will last, and a reasonable crown built in, not a miniature Pike's Peak. And we need it now before the final steps are taken and the strip of the Redwood Highway through Cave Junction becomes a $220,000 boondoggle that we have paid for out of taxes and licenses —and will have to pay for again in a few years.

FORM E-20 5OM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
February 28, 1967

REFERRED TO
Coop
BY

To: Mr. F. D. Morgan
Construction Engineer
S A L E M

SUBJECT: Crown Study
Cave Junction Section
Redwood Highway
Contract No. 6924

On February 28 State Highway crews placed rock to the design slope at approximately Station 679+50 and at 695+00. The attached photographs portray the conditions with a large Oldsmobile sedan and with my State Nash. Both vehicles, when placed at the curb line, did not appear to be sloping unduly nor was there any difficulty encountered with the opening of the doors or any uncomfortable feeling. It is still my opinion that this section will be entirely satisfactory when constructed.

The editor of the Illinois News was on hand during part of the photographing and took photographs himself. I made no attempt to justify our operations but withheld comment when he was still rather vindictive after seeing our effort.

The local representative of the Grants Pass Courier, Mrs. Brown, took some pictures and I stated to her that it was my opinion that this section would be satisfactory and very neat appearing when completed.

Color photographs were taken similar to the polaroid shots as were regular film shots. These two will be available within two weeks.

J. B. BOYD
Assistant Division Engineer

JBB/cw
Enc.
cc R. L. Porter
G. E. Roberts

Additional pictures will be submitted as soon as they can be developed.
JBB

Routing

Morgan JBB	E
Docker	
Bond	
Barboo	
Walker	
Glenn	
Swan	
	Scott
	Wills
	Litchfield
	Olson

RECEIVED
MAR 1 1967
CONSTRUCTION
DIVISION

FORM E-30 SOM 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 27, 1967

RECEIVED
FEB 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Slope Problem on
Cave Junction Section
Redwood Highway

To:

Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY
Shall we discuss?

At your request, I made an inspection of the proposed pavement slope and crown on subject section and report as follows:

1. The project is in an unfinished stage with the integral curb and gutter complete and probably 90 per cent of the stone base already placed.

2. Project at this stage looked good and I do not think the planned crown (as much as 24 inches in some places) will be objectionable.

3. By some adjustment of the design slope (which had some rated at 0.1 foot per foot) the constructed slopes can be reduced to a maximum of .085. This will involve slope changes and paving 1-1/2 inches of AC pavement over the gutter on the left side from Station 671+50 to 681+50 and from Station 684+00 to 689+00. See attached tabulation of slope changes.

4. While in Cave Junction, I did contact Mayor L. W. Daiken regarding this matter. After some discussion, I asked Mayor Daiken if he objected to any of the aspects of the project. He said "No". He said he not only had no objections to the project as planned, but was in favor of the project as planned and felt that it would be quite satisfactory.

5. I was handed a copy of a letter addressed to Senator E. D. Potts for me to deliver to Mr. Cooper. This letter was handed to Mr. R. L. Porter on February 27, 1967.

6. Mr. J. B. Boyd, Assistant Division Engineer, and Mr. Glenn Roberts, Resident Engineer, made the inspection with me.

7. Verbal report was made the morning of February 27, 1967 to Mr. R. L. Porter and Mr. F. B. Klaboe.

8. Pictures of built up sections (to be shaped by Maintenance forces) were requested of Mr. L. R. Chandler this date.

F. D. Morgan
Construction Engineer

FDM:fp
Attach.
cc F. B. Klaboe
L. R. Chandler

RECEIVED
SEP 21 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

12-1116

6924

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1966

NOTED
R. L. PORTER

City of Cave Junction
P. O. Box 252
Cave Junction, Oregon 97523

Attention: Mr. Ed Kentfield, City Recorder

Re: Advance Deposit
Cave Junction Section
Redwood Highway #25 (US 199)

Dear Sir:

We wish to acknowledge receipt of Warrant #152 in the amount of $1,150 from the City of Cave Junction and Warrant #13,727 in the amount of $56,350 from Josephine County for a total of $57,500 which sum represents the total advance deposit required as per agreement between City and State in regard to subject section.

We wish to express our appreciation for your interest and concern in this project and hope to continue our relationship in this and other matters.

The project will be awarded in the near future and its construction undertaken.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
H. S. Cox
County and City Engineer

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

DNH

cc: Cave Junction City Council
Josephine County Board of Commissioners
R. L. Templin, Josephine County Engineer
bc: R. L. Porter
F. B. Klaboe
L. H. Young (attention Carl Nelson)
C. H. Maison (attention John Herr) (Checks attached.)
F. D. Morgan
D. H. Moehring
L. R. Chandler

NOTE: Project is clear for award pending acquisition of necessary right-of-way. D. N. Harwell

RECEIVED
NOV 7 - 1966
FOR FILING

12-1116

6924

September 19, 1966

Bid Sept 1

McKenzie Road and Driveway Company
3600 County Farm Road
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for grading and paving the Cave Junction Section of the Redwood Highway in Josephine County for the sum of $197,042.60 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6924. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin September 30, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fm
Encls.
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., and Portland, Ore.
Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
L. R. Chandler
Glenn Roberts

RECEIVED
SEP 6 - 1966
FOR FILING

17-1116

6924

July 20, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3116

Mr. Edgar Kentfield
City Recorder
City of Cave Junction
Cave Junction, Oregon

Agenda Item
4g
7-14-66

Dear Mr. Kentfield:

We are enclosing for your records a fully executed copy of a Cooperative Construction-Finance Agreement for installing storm drains and curbs and paving the Cave Junction Section of the Redwood Highway in Josephine County.

A conformed copy of the agreement has been sent to Josephine County Board of Commissioners for their records and a fully executed copy has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: Josephine County Board of Commissioners
H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
JUL 1 1966
FOR FILING

17-1116

6934

June 30, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the July 14 Commission meeting will be a cooperative construction-finance agreement with the City of Cave Junction for installing storm drains and curbs, and four-lane paving the Cave Junction Section of the Redwood Highway in Josephine County.

This agreement provides for construction and maintenance of the project by the State. The agreement further provides that in the event additional water lines are constructed, same shall be in conformance to state plans and at sole expense to the City.

Further provisions are made for utility relocation, grade revisions, encroachments, parking restrictions, et cetera.

The project has been tentatively scheduled for the July 28 bid letting and is estimated to cost approximately $220,000 with the total cost of the project, including right-of-way acquisition, to be shared on a 75 percent State-25 percent City basis.

The City will deposit with the State an amount of approximately $55,000 prior to award of any contract by the State.

Your approval is recommended and your authority requested for the Secretary's signature for and on behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
F. D. Morgan
D. H. Moehring
L. H. Young C. H. Maison L. R. Chandler

DNH:nr bg

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of ____ Pages

6921

Section CAVE JUNCTION — Highway REDWOOD (FAR 17) — County JOSEPHINE — Prefix 17-1480

Res. Engr. G. Roberts — Approx. Length 0.5± Miles. Sta. 696+48± to Sta. 671+80± — Date 6-24-66

Truck A.D.T. 275 — Traffic Coefficient 9.1 — 18 kip s.a. per day 192.8.

Annual Precipitation 54"± — Frost Penetration - - - - - - - -.

(1)

Typical Soil

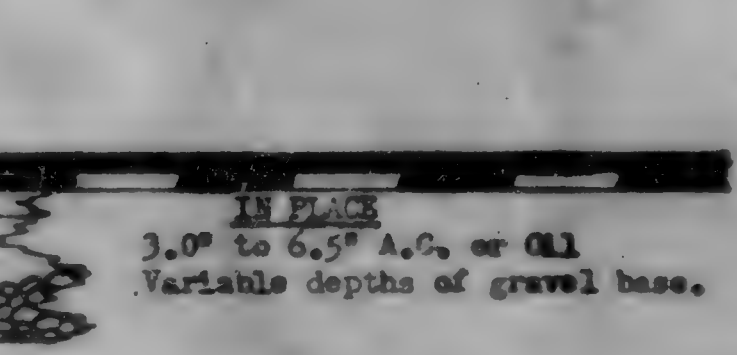
27	LL
6	PI
91	%P 10
75	%P200
9	%Gravel
6	%C Sand
10	%F Sand
36	%Silt
39	%Clay
23	"R" Value (Corrected)

AASHO CLASSIFICATION:
A-4 (8)

MATERIAL SOURCES:
To be determined by the Engineer.

NEW WORK

EXISTING ROADWAY



(1)
Silty Clay

	CSE Total Req.	Credit	Actual	ON THIS
NEW WORK				
		8.0	4.0	A.C.
		5.5	3.0	P.M. C.B.
		14.5	14.5	Cr. Base
	28.0	28.0	21.5	
OVER EXISTING ROADWAY				
	SEE	SECTIONS		

RECEIVED JUL 6 1966

NOTED F.P. RUNK

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C.J. Lingo
Staff Assistant

Recommended by
Asst. Engineer of Materials

Recommended by
Construction Engineer

Approved by
Asst. State Highway Engineer

"OTHER ROADS"

TRUCK ADT	A.C. WEARING SURFACE	LEVEL COURSE	CRUSHED BASE	"CBE" REQUIREMENT	ACTUAL THICKNESS
90 - 240	3.5"	2.0"	17.0"	26.0"	22.5"
30 - 90	3.5"	2.0"	14.0"	23.0"	19.5"
8 - 30	3.0"	2.0"	12.0"	20.0"	17.0"
1 - 8	2.0"	2.0"	11.0"	17.0"	15.0"
Cars Only	2.0"	2.0"	6.5"	12.5"	10.5"

For substitutions use the "CBE" REQUIREMENT COLUMN to obtain the total thickness required and the table below for values:

1.0" Asphaltic Concrete	=	2.0" Crushed Base
1.0" Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0" Oil Mat	=	1.1" Crushed Base
1.0" Stone Subbase (Per Standard Specifications and Supplementals)	=	0.9" Crushed Base

SECTION. CAVE JUNCTION

HIGHWAY REDWOOD

COUNTY. JOSEPHINE

Traffic Analysis:

Calculation for Traffic Coefficient

Volume Study For Year 1965

A. 1965 Present ADT 4300 (Total)

B. 1985 Future ADT 8200 (Total)

C. Mean ADT 6250 ADT

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 8 ADT Basis

G. Trucks (in one direction) F= .04 Logging Trucks = 25
x (C) 6250 = 250
TOTAL = 275

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 275 x (H) 100 % = 275

TRAFFIC COEFFICIENT = K (I) $^{0.119}$
where K = 4.649

= 9.1

Page

SECTION: CAVE JUNCTION

HIGHWAY: REDWOOD

COUNTY: JOSEPHINE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: SEE REMARKS

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A. C. or OIL
7. Stage Construction: NOT APPLICABLE
8. Depressed, Surface, or Elevated Design: SURFACE
9. Conservation of Aggregates: SEE REMARKS
10. Stimulation of Competition: SEE REMARKS
11. Construction Consideration: SEE REMARKS
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: SEE REMARKS
13. Traffic Safety: SEE REMARKS
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: LOCAL MATERIALS ARE ADAPTABLE TO THIS TYPE CONSTRUCTION

CONCLUSION AND REMARKS:

THIS IS A SHORT PROJECT (0.5 MI.) WITH NO P.C.C. IN THE IMMEDIATE AREA. PROPOSED WORK CONSISTS OF WIDENING AN EXISTING TWO LANE FACILITY TO FOUR LANES. THE PRESENT ROADWAY WILL BE UTILIZED WITH THE ADDITION OF AN ASPHALTIC CONCRETE OVERLAY.

MEMO TO FILES, March 21, 1966

Redwood Highway Improvement
Cave Junction & Josephine County

On Tuesday, March 15, 1966, I met with the Josephine County Board of Commissioners to discuss the proposed highway improvement through the city of Cave Junction.

I advised the Board that the improvement as presently proposed by the State would be an improvement from River Street to the south city limits (a distance of approximately 1/2 mile), and would be 72' curb to curb. This would provide for four 12' travel lanes, a 4' median strip (to be painted), and two 10' parking strips. The job would consist of grading and drainage, surfacing and paving, storm sewer, and concrete curbs. The present estimate is $220,000 (rough estimate), with State's share being $165,000 and County's and City's share being $55,000. I asked the Board when their portion of funds would be available and was advised sometime between July 1 and July 15 of this year. Timing was then discussed. They, of course, have the letter of February 1 stating this job must have Commission action. I expressed the opinion that I thought the department would be interested in getting the job under contract in time to insure completion in one construction season.

We then went to Cave Junction where a luncheon meeting had been arranged with the City Council and the local Chamber of Commerce. I advised this gathering of the above facts, deleting any reference to estimates.

The Board will meet in the near future with the city people (within two weeks) in order to determine their wishes.

One point of interest: Josephine County has improved and oiled Caves Avenue from River Street to Oregon Caves Highway in anticipation of using it as a detour for this project if it should be necessary.

H. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
L. R. Chandler

NOTED
ROBERT COOPER

RECEIVED
MAR 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

F. B. KLABOE
NOTED

MEMO TO FILES, March 21, 1966

Redwood Highway Improvement
Cave Junction & Josephine County

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One point of interest: Josephine County has improved and oiled Caves Avenue from River Street to Oregon Caves Highway in anticipation of using it as a detour for this project if it should be necessary.

R. S. Cox
County and City Engineer

HSC:mm

cc: F. B. Klaboe
L. R. Chandler

NOTED
CORRECT COPIES

RECEIVED
MAR 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 - 1966
FOR FILING
Grants 17-1116
6924

February 1, 1966

The Hon. Donald G. McGregor
Commissioner
Josephine County Board of Commissioners
County Courthouse
Grants Pass, Oregon

Dear Mr. McGregor:

Reference is made to your letter dated January 26 concerning a widening project in Cave Junction on the Redwood Highway.

We believe that the project outlined in your letter of December 27, 1965, and January 26, 1966, is a worthy one. Mr. Si Cox, head of our County-City Division, will soon call on you to discuss the matter, and, if it is your desire, work up an agreement for a 75 percent State-25 percent County cooperative project. The City will have to be a party to such an agreement.

After these matters have been taken care of, the proposal will be presented to the Commission for their decision.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBKisrb

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
H. S. Cox (Please follow through on this.)
L. R. Chandler
Victor D. Wolfe

RECEIVED
FEB - 3 1966
ENGINEER
COUNTY & CITY DIVISION

B. E. DAVIDSON
COMMISSIONER

DONALD G. McGREGOR
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

2139

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

January 26, 1966

75-25

Mr. R. L. Porter
Deputy State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Porter:

Kindly refer to your letter of January 24th regarding the proposal of widening the highway in Cave Junction.

I did not phrase my letter correctly to Mr. Cooper regarding the desireability of the median strip. I should have made it clear that the people in Cave Junction do not desire the median strip.

With this clarification, we hope the Commission can give this request their early consideration in planning their future programs.

Yours very truly,

Donald G. McGregor

Donald G. McGregor,
Commissioner

DGM:nmw

RECEIVED
JAN 25 1966
FOR FILING

January 24, 1966

Hon. Donald G. McGregor, Commissioner
Josephine County Board of Commissioners
County Courthouse
Grants Pass, Oregon

Dear Mr. McGregor:

A short time ago you requested that the Highway Commission give consideration to the proposal of a curbed, widened section in Cave Junction. We will see that your request has the attention of the Commission so that it can be given consideration when future programs are formulated.

We are, however, still of the opinion that a median strip that is planted to shrubbery will cause maintenance problems far beyond any esthetic benefits to be gained. Such things have not been successful unless the median strip is of considerable width. They tend to collect road grime and are difficult to keep in an attractive condition for any length of time.

If any members of the County Commission are in Salem in the near future and wish to discuss this further, please feel free to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe - Please consider this project on the next
Victor. D. Wdk State Construction Program.
L. R. Chandler

B. E. DAVIDSON
COMMISSIONER

DONALD G. McGREGOR
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

December 27, 1965

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Please refer to our correspondence of October 21 and November 29th, 1964 and your letter of December 30, 1964 regarding a curbed street widening project in Cave Junction, Oregon. Dicussion was shelved at that time because of the emergency situation created by the floods of '64-'65.

Porter

We would like to have the Commission reopen this project for consideration in planning its future road program on the same basis of county- state participation as originally discussed.

There has been a question in the minds of some of the residents of Cave Junction as to the desireability of the median strip. We presume this is an engineering and esthetic problem which will be considered in your department.

Yours very truly,

Donald McGregor

Donald G. McGregor,
Commissioner

DGM:nmw

RECEIVED
DEC 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 31 1964
FOR PUBLICATION

December 30, 1964

Hon. Donald G. McGregor, Chairman
Board of County Commissioners
Josephine County
Courthouse
Grants Pass, Oregon

Dear Mr. McGregor:

We have prepared an estimate of cost for a curbed street type widening project in Cave Junction as requested in your letters of October 21 and November 27. This is based on a 72-foot wide street with four 12-foot travel lanes, a 4-foot paved median, and two 10-foot parking lanes.

Cost is estimated to be $185,000 which, if shared by County and State on a 25 percent-75 percent basis, would require participation by the County in the amount of $46,250. These, of course, are only preliminary estimates and actual cost would vary somewhat from that amount depending upon the bids received.

The unprecedented damage suffered to the highway system in the past week places us in a poor position to forecast when projects of this sort can be placed on future programs. However, if you would like to discuss the subject with us, please feel free to do so at any time.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Mr. R. L. Porter
Mr. Lloyd P. Shaw
Mr. Victor D. Wolfe
Mr. F. D. Morgan
Mr. H. S. Cox
Mr. L. R. Chandler

LPS:ajw srb

FORM B-30 BDH 7-64 SP*6228-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 23, 1964

To: Mr. Lloyd P. Shaw
Ass't State Highway Engineer
BUILDING

SUBJECT: Proposed Co-op Project
Cave Junction
Redwood Highway

In line with your letter of December 8, 1964 relative to the subject project, I have had a recon estimate prepared, copy attached.

You will note that this estimate is based on a 72-foot curbed section on an 80-foot right of way. Estimated cost of an additional five foot strip along each side is included. In my opinion, this could be deleted as there would be a four foot area back of the curb within the present right of way.

The 72-foot curbed section permits construction of 4-12 foot lanes, a four foot median with 10-foot parking strips. No provision for left turn hide outs has been included. This is based on removing parking at some future date when a wider median area is required.

The County requests that we go with the type of project as North Sixth in Grants Pass. On that project the County and City paid 25% plus $6,000. The County also did the grading, but the grading work was not included in our formal agreement with them.

I would assume that the County would expect the usual 75%-25% split. The estimated cost is $185,000 and on the above split this would make the County share $46,250 and the State share $138,750.

F. D. Morgan
Construction Engineer

by D. J. Barbee

D. J. Barbee
Ass't Construction Engineer

DJB:dc
Encl.

NOTED
LLOYD P. SHAW

FORM B-90 BOM 12-63 84678

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 22, 1964

To:

Mr. F. D. Morgan
Construction Engineer
O F F I C E

SUBJECT: Redwood Highway Improvement
City of Cave Junction

The cost for improving the Redwood Highway to a 72-foot street section within the city limits of Cave Junction is $185,000 for 0.5 mile of construction. The estimate is itemized below:

		+20%
Grade and Drain	$ 17,000	20,500
Surface and Pave	97,000	116,500
Storm Sewer	48,000	57,500
Concrete Curb	18,000	22,000
Right of Way	5,000	3,500
Est. Const. Cost	$185,000	#220,000

The "Grade and Drain" item includes the extension of an existing triple 36-inch culvert installation in the vicinity of Watkins Street to accommodate the proposal. It is assumed that the existing pavement (asphaltic concrete 40-feet wide, constructed in 1950) would be utilized on this improvement; it did not appear that introducing curbs would adversely affect the adjacent culture although the resulting crown would be quite high.

The existing right of way is 80 feet in width which will accommodate the 72-foot street comfortably; however, 10 feet of additional width (5 feet each side) will be required for any future sidewalk. The right of way costs shown reflect the additional width.

A small scale map is attached.

W. H. Tebeau

WHT:fp
Attach.

W. H. Tebeau
Field Reconnaissance Engineer

cc: Shaw
dc

SIGNED ROUTES

INTERSTATE 0
U.S. 00
ORE. 00

LEGEND

Post Office
Public Bldg.
School
CY – City Hall
CT. Court House
A – Armory
L – Library
R. R. Depot
Street open for travel.
Street dedicated but not open.
City Limits.

CAVE JUNCTION

JOSEPHINE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION
IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 278

Scale in Feet

November 1962

B E DAVIDSON
COMMISSIONER

DONALD G. McGREGOR
COMMISSIONER

LOUIS D. RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

November 27, 1964

REFERRED TO
Shaw
BY DEPUTY STATE HIGHWAY ENGINEER

Let Lee will get back to me.
Dis with me.

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Kindly refer to your letter of October 21, 1964 regarding possible use of median strips in reconstruction of the Redwood Highway within the city limits of Cave Junction.

While at first it may have appeared to many that a median strip would be desirable, and I will say that I was one with that opinion, on second thought many of the Cave Junction merchants agree with you that it could create problems.

May we then go back to the consideration only of a joint county-state project, such as we entered into on the North Sixth Street approach with the construction to be such as the Highway Commission feels to be best suited to the needs of that section.

Very truly yours,

Donald McGregor

D. G. McGregor, Chairman
Board of County Commissioners

DGM/hh

Vorfer

RECEIVED
NOV 30 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1964
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 22 1964
CRF

October 21, 1964

Hon. Donald G. McGregor
Josephine County Commissioner
County Courthouse
Grants Pass, Oregon

Dear Mr. McGregor:

Referring to your October 16 letter relative to a median strip or divider on the Redwood Highway in the city of Cave Junction, we would like to have more information as to the type of project you have in mind and some indications as to financing.

Our experience with the development of median strips in cities has not been good. I realize that such construction does offer some esthetic value; however, in many cases, it is an actual hindrance to traffic and brings complaints from business establishments and others that it makes access to their facilities more difficult.

I do not mean to "throw cold water" on the scheme but believe we should very carefully discuss what you have in mind and should proceed only when all the facts are known and when the effect not only upon traffic but upon local business is thoroughly understood.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Victor D. Wolfe

RLP:ms bbc

NOTED
R' REPORTED

B E DAVIDSON
COMMISSIONER

DONALD G McGREGOR
COMMISSIONER

LOUIS D RINGUETTE
COMMISSIONER

BOARD OF COUNTY COMMISSIONERS

JOSEPHINE COUNTY OREGON

COUNTY COURTHOUSE - GRANTS PASS, OREGON

October 16, 1964

Mr. Forrest Cooper, Engineer
State Highway Department
State Highway Building
Salem, Oregon

Dear Mr. Cooper:

Today saw the reopening of the North 6th Street highway project. The city and county appreciates greatly the efforts of the Commission in stepping up this particular piece of construction through a joint state, county and city cooperative effort.

Part of the purpose of this letter, besides a "thank you" is to learn if you would be receptive to another such project in Josephine County.

The Board of Commissioners would like you to take under consideration in your 1965 program a similar project on the portion of the Redwood Highway within the city limits of Cave Junction.

Would it be out of order in case you do consider this proposal to suggest a little different treatment of that portion in the business area. For instance, a median strip or divider in which street lights and plantings of shrubs or trees could be made.

As you well know, Cave Junction is the first city of any size as you enter Oregon via the Redwood Highway. The Caves Highway joins the Redwood there. Much tourist travel enters Oregon by this route.

The city of Cave Junction and Josephine County are both interested in presenting the best appearance we can to our visitors.

I missed you while I was in Salem a week ago but discussed briefly the proposal of the joint agreement with Mr. Stephenson. We did not discuss the median strip, however.

We hope that after your tough decisions regarding the freeway in Portland, you will find this proposal an easy one.

Kindest personal regards,

Donald McGregor

Donald G. McGregor, Commissioner

DGM/hh

RECEIVED
OCT 19 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

18-1133	USBS "B" Canal Br. at Olene on the Klamath Falls-Lake-view Hwy.	1966
#6925		

RECEIVED
MAR 17 1967
FOR FILING

18-1133
6925

March 16, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6925 awarded to Hamilton Construction Company for construction of the U.S.R.S. "B" Canal (Olene) Bridge on the Klamath Falls-Lakeview Highway in Klamath County was completed on December 21, 1966, and accepted by the Highway Commission on March 15, 1967.

Final payment in the amount of $2,920.63 will be released to the contractor after March 23, 1967. The total contract amount is $55,438.39 including $114.16 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Hamilton Construction Company
Box 1376
Eugene, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAR 16 1967
FOR FILING
18-1133
6925

March 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 21, 1966, on Contract No. 6925. The contract was with Hamilton Construction Company and was for construction of the Olene Bridge over the United States Reclamation Service "B" Canal on the Klamath Falls-Lakeview Highway In Klamath County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 15, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putman

srb cm

FORM S-120

RECEIVED
SEP 23 1966
FOR FILING

GLENN P. JACKSON, CHAIRMAN
Portland
KENNETH H. DELEW, MEMBER
Vasco
DAVID B. SIMON
Portland
FLOYD QUERY, SECRETARY
Salem

18-1133
6925

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

September 23, 1966

Hamilton Construction Company
P. O. Box 1376
Eugene, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6925 for construction of the USRS "B" Canal (Olene) Bridge on the Klamath Falls-Lakeview Highway in Klamath County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United Pacific Insurance Co.
Portland Branch Office

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
AUG 1 1966

Commissioners
Paul Mickel, Salem
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

15-1122

6725

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing

RECEIVED
AUG 15 1966
CONSTRUCTION
DIVISION

August 15, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 9, 1966 which enclosed plan title sheets for the following projects:

1. Williams Creek Bridge Section, Williams Highway, Josephine County.
2. U.S.R.S. "B" Canal Bridge Section, Klamath Falls-Lakeview Highway, Klamath County.
3. Central Oregon Canal Bridge Section, The Dalles-California Highway, Deschutes County.

The only project on which we wish to comment is the Williams Creek Bridge Section. Williams Creek and the Applegate River, below, have anadromous fish runs which must be protected. Precautions should be taken to avoid any heavy silt deposition at low flow stages. Similarily, no pollutants, chemicals, or petroleum products should be allowed to contaminate the water.

Your consideration of the above recommendation to protect fish life will be much appreciated.

-16-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (4)
fp

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 16
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 29 1966
FOR FILING
RECEIVED
AUG 23 1966
CONSTRUCTION
DIVISION

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1966

AUG 11 1966
RECEIVED
FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting on September 1, 1966. Would you please give these your special attention and recommendations as soon as possible.

Williams Creek Bridge Section, Williams Highway, Josephine County. Trib. of Applegate

U.S.R.S. "B" Canal Bridge Section, Klamath Falls-Lakeview Highway, Klamath County. No stream

Central Oregon Canal Bridge Section, The Dalles-California Highway, Deschutes County. No stream

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

3-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T.C. Roake
J.E. Morelock
L. R. Chandler (2)
J. F. Putnam (4)
fp

NOTE F. B. KLABOE

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
AUG 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

By F. D. Morgan
F. D. Morgan
Construction Engineer

Enc.

SNR 8-22-66

Dear Mr. Morgan,

We concur with the comments of the Oregon Game Commission in their ltr. to you dated Aug 15, 19 regarding Williams Creek.

The other two projects do not involve any strea hence no fishery conflicts.

BURT CARNEGIE

FORM E-125X SOH 4-62

RECEIVED
JUL 28 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 26, 1966

Klamath Irrigation District
Route 2, Box 542-A
Klamath Falls, Oregon

ATTENTION: Mr. Ray L. Roberts

Re: USRS "B" Canal Bridge (Olene)
USRS "B" Canal Section
Klamath Falls-Lakeview Highway
Klamath County
Bridge No. 3851A

NOTED
F B KLABOE

Gentlemen:

Attached you will find two (2) prints each of Drawings 22033 and 22034 which are the plans for constructing this structure. Please review and return one approved set of plans with any comments you deem advisable so that we may proceed with this project.

Bids on this project will be received by the Oregon State Highway Commission on September 1, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By

G. L. Decker
Assistant Construction Engineer

(for) T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

Attachments

cc: F. B. Klaboe
I. D. Merchant
J. F. Putnam
J. E. Holcomb

RECEIVED
JUL 27 1966
DIST 3
STATE HIGHWAY ENGR

23-3308 Ontario State Recreation Area 1960
(Park facilities)
#6926

C & A 3158

C & A 3176

C & A 3228

RECEIVED
MAR 25 1969
FO...

23-330
6926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 14, 1969

SUBJECT:

MEMO TO FILE

Cond Fed Aid Landscape Dev. RS I-80N-6(1)

On this date, Norman Glenn, representing Rogers Construction Company, called me re two properties owned by Rogers. He stated that their property near Five Points adjacent to I-80N in Union County was for sale. I told him that we were not interested in pursuing this matter further.

Mr. Glenn also stated that Ontario Island was for sale for $15,000, the property located in the Snake River near the town of Ontario. Mr. Shaw will evaluate this proposal and advise. -6926

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
F. B. Klaboe
Lloyd P. Shaw
Victor D. Wolfe

JAN 6 - 1969

FORM E-30 (12-67)

23-3308

1926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 2, 1969

SUBJECT: File No. 37513
Ontario State Park
Malheur County

To:
Mr. Milner Mead, Assistant
Appraisal Supervisor
B U I L D I N G

This is in reply to your letter concerning the continuance of negotiations with the Rogers Construction Company on the above file.

Mr. Shaw advises that the latest contact with the Company indicated that their asking price was far in excess of the $25,000 mentioned by an official of the firm to Mr. Snell.

In view of this information, it is requested that this file be held in abeyance but not cancelled.

L. V. Koons

L. V. Koons, Deputy
State Parks Superintendant

LVK:dw

cc: Lloyd P. Shaw
David Talbot
John Oakes
H. W. Snell
Arnie Slack

RECEIVED
JAN 2 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 14 1969
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND

23-33C-4
BM
6926 G-25

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 10, 1968

9-27-68

Mr. W. R. Rogers
Rogers Construction Company
Post Office Box 16537
Portland, Oregon 97216

Dear Ray:

Have been trying for a spell to catch up with you, with no luck.

I have finally gotten a new appraisal on the Ontario property and have reviewed the entire matter of a possible trade involving State property at Boones Ferry Road and the Rogers property near Hilgard and at Ontario.

From the information at hand, it just does not appear feasible to attempt to work out a trade as the value differences seem to be too great; therefore, I suggest that the matter be dropped.

If you are interested in acquiring the property adjacent to Interstate 5 southerly of Tigard, I believe we would be willing to put it up for public sale if we had a serious bidder.

Please let me know your wishes.

Kindest regards,

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. H. Moehring

9/27
Young will withdraw Rogers parcel JJK.

RECEIVED
MAR 14 1969
FOR FILING

23-3304
6926

37513

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 19, 1968

RETURNED TO
Coos
BY DEPUTY STATE HIGHWAY ENGINEER

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

SUBJECT: File No. 19881-State
Lower Boones Ferry Road
Interchange Section
Pacific Highway
Washington County

File No. 38779-Rogers Construction
Company, Inc.
Hilgard-Perry Scenic Wayside
Old Oregon Trail Highway
Union County

F 5I-80N-6(1)

File No. 37513-Rogers Construction
Company, Inc.
Ontario Section
Old Oregon Trail Highway
Malheur County

We now have reviewed appraisals on each of the properties involved in the proposed trade with Rogers Construction Company, Inc.

The State's property at Lower Boones Ferry Road Interchange is appraised at $13,000. File 38779 on the Hilgard-Perry Scenic Wayside is appraised at $8,300. File 37513, Ontario Section, is appraised at $6,150.

The above figures would indicate that the two files we wish to acquire from Rogers are valued at $14,450. The file that Rogers Construction has shown interest in on Lower Boones Ferry Road is valued at $13,000.

Please let us know if you wish our Property Management section to contact Rogers Construction Company with this information.

G. E. ROHDE
Chief Counsel

John R. Oakes

John R. Oakes
Assistant Right of Way Engineer

JRO:CS
cc: G. E. Rohde
F. B. Klaboe
Mark Astrup
H. W. Snell
John K. Scott
W. H. Haskin

Roy Rogers
Bovid Ferry Rd.

13.000

Holyoke 8.300

Ontario 15.000

23, 3-00
13 000.

10.300

Alliance Bank
9-10-68
(In)

RECEIVED
NOV 10 1967
FOR FILING

23-3308
6926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 9, 1967

SUBJECT:

To: MEMO TO FILE

On this date, I discussed with Ray Rogers a matter of an exchange of property along the following lines:

(1) Rogers to receive title to State property in the vicinity of Tigard Sand and Gravel

(2) State to acquire scenic area along the Grande Ronde River in Union County and an island in the Snake River at Ontario

(3) The assumption being that some equitable cost formula would be developed.

Mr. Rogers stated that he would come to Salem and discuss this matter with me.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Victor D. Wolfe
David H. Moehring

37513 - Ontario Section -- Shoshone State Park

In 1958 Rogers paid Vance $12,000

We have two appraisals

Boehmer (staff)	$12,000
Gilbert (Fee)	6,130
Review (Schmidt)	6,150

The file is presently being held waiting for a Geolists' report on this property as source and availability of sources in this area.

RECEIVED
SEP 5 1967

FOR FILING

23-3-261
6726

BP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 1, 1967

To: Mr. Lloyd Shaw
Asst. State Highway Engineer

OFFICE

SUBJECT: Petition to Malheur County Court for Highway Commission Property to be Withdrawn from Rural Road Assessment District No. 3

Attached is the copy of the subject petition handed you by Mr. Castner and which you forwarded for investigation. A summary of previous action leading up to the suggested petition follows:

By letter of November 18, 1966 from C. Lloyd Castner, Ontario City Superintendant, this department was asked to consent to annexation of a 1.61 acre stockpile site located within an area proposed for annexation to the City. (See map attached)

The Highway Commission approved the annexation at its meeting of December 19, 1966 and the consent to annexation was prepared and sent to the City with Mr. Query's letter of January 5, 1967.

The Annexation Ordinance Number 1478 was filed, and became legal on April 10, 1967.

Both Asst. Counsel Frank McKinney and Mr. Query have opined that the matter of the petition should be brought to the attention of the Highway Commission for their action.

ORS 371.540, referred to in the first paragraph of the petition form, specifically provides for solution to the circumstance now existing in Ontario.

F. D. Morgan
Construction Engineer

By Robert W Prentiss

Robert W. Prentiss
Asst. Photogrammetrist

RWP:fr
Attachments (4)
cc: F. D. Morgan
F. B. Klaboe
Floyd Query

RECEIVED
DEC 15 1966
FOR FILING

Maint
Hwys
Munc Cy Lt
Entered

December 13, 1966

Oregon State Highway Commission

Gentlemen:

The City of Ontario has requested that the State consent to the annexation of a parcel of State-owned land lying adjacent to and on the southerly side of the Old Oregon Trail (I-80N) in Malheur County. Annexation of this parcel will make possible further annexation of adjoining private properties that wish to be joined in the city. We recommend your approval of this proposal.

This matter will be on the agenda for the December 19 meeting.

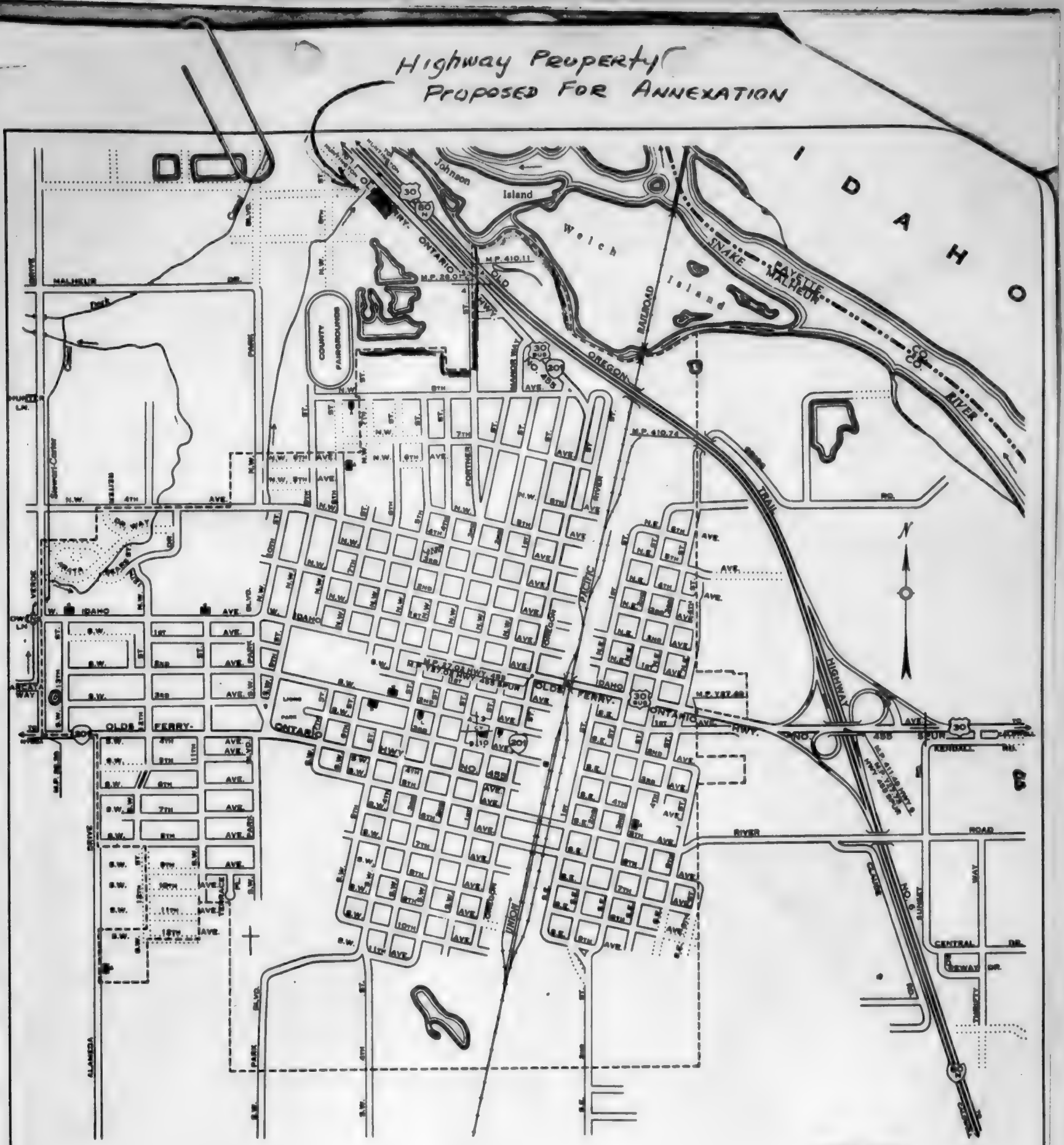
Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
D. H. Moehring
A. F. Parson

HSC:mn fn

Highway Property
Proposed For Annexation



ONTARIO

MALHEUR COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 5,381

Scale in Feet

Revised April 1965

CITY OF

Ontario..... THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY SUPERINTENDENT
Please Direct All Correspodence
On This Matter To The Above.

ONTARIO, OREGON
97914

November 18, 1966

REFERRED TO
[signature]
STATE HIGHWAY ENGINEER
BY DEPUTY

Is this OK if so
place on Agenda
11-21-66

Mr. Forrest Cooper, Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

A.D. 1108

Several weeks ago we negotiated with you on a water line agreement for the new Ontario State Recreation Area. At the same time a consent for annexation for the park was sent to you. Several adjoining property owners on the south side of the Old Oregon Highway in the vicinity of the park are interested in being included in the annexation.

The Oregon State Highway Department owns approximately 1.61 acres in this area. We would appreciate your signing the enclosed consent for annexation for this site which is used as a gravel storage site so it could be included in the annexation. The adjacent private property owners have already signed similar consent for annexation petitions.

Very truly yours,

C. Lloyd Castner

C. Lloyd Castner
City Superintendent

CLC:ws
Encl.

RECEIVED
NOV 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 18 1967
FOR FILING
23-3308
6926

April 17, 1967

General Insurance Co. of America
Portland Service Office
209 S. W. 4th Avenue
Portland 4, Oregon

Gentlemen:

Contract No. 6926 awarded to Mr. C. E. Leseberg for park facilities in the Ontario State Recreation Area in Malheur County was completed January 9, 1967, and accepted by the Highway Commission on April 14, 1967.

Final payment in the amount of $5,559.72 will be released to the contractor after April 24, 1967. The total contract amount is $101,708.33 including $46.72 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 17 1967
FOR FILING

23-3308

6926

April 14, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed January 9, 1967, on Contract No. 6926. The contract was with C. E. Leseberg and was for the park facilities in the Ontario State Recreation Area in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 14, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jw

FORM E-122X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. STRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
MAR 31 1967
FOR

23.2201
6926

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 30, 1967

Cascade Fence Company
4600 State Street
Boise, Idaho 83702

Re: Ontario State Recreation Area
Contract No. 6926
Time Extension

ATTENTION: Mr. Gary D. Wingett
Manager

Gentlemen:

In response to your March 28 letter, we will try to explain the time extension procedure and our action on the time extension request submitted on this project.

First, all negotiations and formal communications with the Highway Department concerning a contract are ordinarily with the prime contractor. We could not consider a request for extension submitted by a subcontractor on his own behalf.

The Highway Commission at its January 31 meeting did approve an extension which, in effect, established a new completion date of December 22, 1966. This extension was primarily to cover a delay encountered by the contractor in securing certain plumbing fixtures with brass components which are in short supply and have slow deliveries. It was our intent to leave penalty in effect for the other regular contract work done after the specified completion date of November 30. This unfinished regular contract work included several items--all of which were complete by December 21, leaving the painting work you describe in your letter and the plumbing work. The extended time, therefore, is actually from December 22 to January 9 plus 3 days for a 5% contract overrun, which translates back to a 22-day extension, leaving 18 penalty days.

We believe the determination of what portion of this 18 days is due to your fencing work would have to be between you and the prime contractor.

Very truly yours,

Forrest Cooper
State Highway Engineer

By F.D. Morgan
F.D. Morgan
Construction Engineer

NOTED
FLOYD QUERY

JAB:sg
cc~~: Floyd Query~~
A.F. Parson
P.F. Burnett

cc: C.E. Leseberg

RECEIVED
MAR 29 1967
FOR FILING

23-3308

6926

March 28, 1967

Mr. Gary D. Wingett, Manager
Cascade Fence Company
4600 State Street
Boise, Idaho 83702

Dear Mr. Wingett:

This will acknowledge your letter of March 23 concerning an extension of time for completion of Contract No. 6926 on the Ontario State Recreation Area.

So that your request may have proper consideration, I am forwarding it to the office of the Construction Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc F.D. Morgan

CASCADE FENCE COMPANY
4600 State Street
Boise, Idaho
83702

3-23-67

State of Oregon
Highway Commission
Salem, Oregon 97310

Subject: Ontario State Recreation Area
Contract No. 6926

Attention: Mr. Floyd Query

Dear Mr. Query:

Our firm was the fencing and guard rail sub-contractor on the above titled project. In as much as we were indirectly responsible for Leseberg Construction Company going over the completion date, we respectfully write this letter.

The following is a factual brief history of our phase of the job. We were instructed to begin the fence work November 11, 1966. Shortly thereafter began a series of mishaps that slowed down the fence work considerably. The first incident was a theft of 40 fence posts which had to be reordered. Two weeks later three rolls of wire fabric were "rolled" into the nearby Snake River. As the fabric suppliers enclosed letter states, they have been unusually slow in filling orders of this type of wire, therefore, a further delay of replacing the stolen wire is understandable.

As our time cards will show our portion of the work was 99% completed on December 21, 1966 one day before the "extended" completion date. The small remaining portion of the work was painting the affected guard rail. In accordance with the resident engineer, Mr. Frank Burnett, we were asked to refrain from painting until more suitable weather prevailed. We, subsequently, pulled off the job until we were notified by Mr. Burnett, through Mr. Leseberg, that desirable weather was prevailing in Ontario and to proceed with the painting at once. The painting was completed in three additional working days during the week of January 10, 1967.

State of Oregon

In conclusion we once again respectfully solicit your consideration in our request for an extension of time and request that the monetary penalty be waived.

Thanking you in advance, we remain,

Very truly yours,

Gary D. Wingett

Gary D. Wingett, Manager
Cascade Fence Company
4600 State Street
Boise, Idaho 83702

Enc.
GW/bc

RECEIVED
MAR 27 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAR 28 1967

FORM E-30 80M 10-66

FOR FILE

23-3308

6926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 27, 1967

SUBJECT:

To: MEMO TO FILE

I am advised that the Ontario State Recreation Area will not be completed for the scheduled dedication, which was to be held on April 27; therefore, this date is cancelled.

Mr. Wolfe will handle the job of re-scheduling this event.

Forrest Cooper
State Highway Engineer

FC:fn

cc Commissioners
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
A. F. Parson

RECEIVED
MAR 1 - 1967
FOR FILING

23-3308

6926

February 1, 1967

#14

Mr. C.E. Loseberg
201 Reese Avenue
Nyssa, Oregon

Dear Mr. Loseberg:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6926 for the Ontario State Recreation Area Project in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission extended the specified completion date to December 22, 1966.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

YCH

cc A.F. Parsen
P.F. Burnett
L.H. Young
F.D. Morgan
C.H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6926 Contractor C. E. Leseberg

Highway Old Oregon Trail

Section Ontario State Recreation Area

Kind of Work Grade - Pave - Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Delay in delivery of brass plumbing fixtures justifies an extension of 19 calendar days.
Overrun in original contract amount justifies an extension of 3 calendar days.

~~XXXX

M-230 (Rev.)—6M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date November 25, 19 66

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 90 days to 120 days, within which to complete our Contract No. 6926, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Delay in delivery of sloan valves and the vandal proof plunger for American Standard for Lavatory.

Also waiting delivery on toilet partitions.

Respectfully submitted,

G E Leseberg
Contractor

By W D Holcomb

CONSENT OF SURETY

Date November 25, 19 66

We, General Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact

(SEAL)

Mildred Penrston
Resident Agent

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 20, 1967

To:

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Extension of Time
Ontario State Recreation Area
Old Oregon Trail Highway
Contract No. 6926

Attached is a request from C. E. Leseberg, contractor on the subject contract, for an increase in the number of calendar days from 90 to 120. (This project had a specified completion date of November 30, 1966, so this translates to an extension to December 30, 1966.) The contractor's request is based on a delay in delivery of certain plumbing fixtures.

Bids for this contract were received on September 1, the contract was awarded September 6 and work started September 14, 1966. The contractor ordered various plumbing fixtures on September 12, which is only 6 days after the project was awarded. We have copies of correspondence from the plumbing supply concerns in Boise and Portland confirming the slow delivery situation.

This matter has been discussed with the Bridge Division who prepare the plans and specifications for buildings and appurtenances. The have indicated that the available supply of brass plumbing fixtures has gradually decreased (due to the war effort in Vietnam) until the suppliers now have indicated that delays of 100 to 120 days are normal. This delay is greater than the total available time between date of award and specified completion date on this project, so we believe the contractor's reason is valid; but does not apply to all the penalty time.

At the specified completion date (November 30, 1966) the project was 92 per cent complete. There was unfinished work not related to the plumbing fixtures. Electrical work, tile laying, some fencing and guard rail work were done in December. These items were complete December 21.

Final contract cost is not yet available but its expected to overrun 5 per cent. Considering the very short performance time allowed, we believe this relatively small overrun justifies equivalent time which would be 3 days.

We therefore recommend extension for the period between December 22 and January 9 (actual completion date) for the late plumbing fixtures, plus 3 days for the overrun. This, in effect, extends the completion date to December 22. Eighteen penalty days would remain, amounting to $1,350 liquidated damages.

This is a State project governed by the 1964 Standard Specifications with the latest General Special Provisions.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

DES:fp
Enc.
cc L. H. Young

RECEIVED
JAN 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ontario State Recreation Area		WEEK ENDING: January 28, 1967
		SECTION PREFIX: 23-3308
HIGHWAY: -X- - - -		COUNTY: Malheur
NAME OF JOB: Ontario State Recreation Area	KIND OF WORK: Park Facilities	
CONTRACTOR: C.E. Leseberg	CONTRACT NUMBER: 6926	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: September 14, 1966	ESTIMATED COMPLETION DATE: ~~XXX~~ January 9, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $110,820.93	SPECIFIED COMPLETION DATE: November 30, 1966	PERCENT OF TIME ELAPSED: 147
EXCLUSIVE OF ENGINEERING: $102,940.34	ENGINEERING AUTHORIZATION: $7,880.59	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $100,241.74	ENGINEERING COST TO DATE: $10,750.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~XXXXX~~ UNDERRUN: 3 %	PERCENT OF AUTHORIZATION: 136 %	DATE PROJECT WAS COMPLETED: January 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK) — Semi-final submitted 1/26/67

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.64	0.64		0.64	0.64
MILES PARTIALLY COMPLETED	0.64	0.64		0.64	0.64
MILES COMPLETED	0.64	0.64		0.64	0.64
TOTAL ESTIMATED QUANTITIES (CONTRACT)	19,300 cy	4,770 cy		120 cy	1,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	29,054 cy	4,540 cy		120 cy	1,509 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	29,054 cy	4,540 cy		120 cy	1,509 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Overcast & Snow			
WEDNESDAY	Overcast			
THURSDAY	Overcast			
FRIDAY	Rain			
SATURDAY	Rain			

Routing
Moore — Reese
Decker — Marelock
Bond — Trout
Barbee — Scott
Walker — Wills
Glenn — Litchfield
Swan — Olson
DIVISION

RECEIVED
JAN 30 1967
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	No activity by contractor all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Alfred Shirley Jr., Ass't. Div. Engr., in this office Thursday of this week. Semi-final for this project was submitted to Division office via Mr. Shirley Thursday January 26, 1967.
The testing of water lines and electrical circuits have not been made but will be when services installed in building. Final acceptance of this project will not be made until after tests have been made. Since there will be no more activity by contractor, except above mentioned tests, this will be the final weekly report on this project.

SIGNED L. D. Kinnett
Resident Engineer

LOCATION 2380 East Idaho Ave.
Ontario, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 26 1967
FOR FILING
23-2308
6926

January 24, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 14
January 31, 1967 meeting

Gentlemen:

C. E. Leseberg, contractor on the Ontario State Recreation Area project on the Old Oregon Trail (I-80N) in Malheur County, Contract No. 6926, requests an extension of the specified completion date from November 30 to December 30, 1966. The contractor's request is based on a delay in delivery of certain plumbing fixtures.

The available supply of brass plumbing fixtures has been decreased by the war effort in Vietnam and delays of 100 to 120 days are now considered normal. Because there was other unfinished contract work at the specified completion date, which was subsequently completed on December 21, an extension for the period between December 22 and January 9 is justified for the delay in delivery of plumbing fixtures. This project will overrun the original contract amount by approximately five percent and three days for this overrun are justified.

The reasons listed above were beyond the contractor's control and justify an extension to December 22, 1966. I recommend that the specified completion date be extended to December 22, 1966, which will reduce the liquidated damages to $1,350. This is a State project and work was completed January 9, 1967.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
A. F. Parson

DES:fp fn

RECEIVED
JAN 18 1967
FOR FILE

23-3208

6721

1231

Agenda
40
12-19-66

MISC. CONTRACTS and AGREEMENTS No. 3-28

January 5, 1967

Mr. C. L. Castner
City Superintendent
City of Ontario
City Hall
Ontario, Oregon 97914

Dear Mr. Castner:

The State Highway Commission at its meeting on December 19 approved annexation to the City of Ontario of a parcel of State-owned land adjacent to and on the southerly side of the Old Oregon Trail (I-80N).

The consent form has been prepared and approved. A copy is attached.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

Attachment
cc R.L. Porter
F.B. Klabes
V.D. Wolfe
F.D. Morgan
H.S. Cox
D.M. Moehring
A.F. Parsons
R.W. Prentice

RECEIVED
DEC 23 1966
FOR FILING
23 3301
6926

Cross Referenced To:
Adm
Names

December 23, 1966

Mr. Loren Stewart
State Parks and Recreation
Advisory Committee
c/o Holmes Lumber Company
Eugene, Oregon

Dear Mr. Stewart:

As recommended by the State Parks and Recreation Advisory Committee, the Highway Commission at its meeting on December 19 named the recreation area near Ontario as the Ontario State Park.

The Highway Commission at this meeting also adopted a resolution establishing the duties and nature of the State Parks and Recreation Advisory Committee. Nine copies of the resolution are enclosed for your information.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gm

Enc.

cc: Mr. R. L. Porter
Mr. L. P. Shaw
Mr. Victor Wolfe
Mr. David Talbot
Mr. A. F. Parsons

FORM E-123A BOM 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 13, 1966

Oregon State Highway Commission

AGENDA
DEC 19 1966
40

Gentlemen:

The City of Ontario has requested that the State consent to the annexation of a parcel of State-owned land lying adjacent to and on the southerly side of the Old Oregon Trail (I-80N) in Malheur County. Annexation of this parcel will make possible further annexation of adjoining private properties that wish to be joined in the city. We recommend your approval of this proposal.

This matter will be on the agenda for the December 19 meeting.

Very truly yours,

Forrest Cooper
Forrest Cooper
State Highway Engineer

Fran - Linda
ask someone in legal to
check consent form
76

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
H. S. Cox
D. H. Moehring
A. F. Parson

(A)
2 COPIES TO BE SIGNED
By Secretary

NOTED
FLOYD QUERY

RECEIVED
DEC 10 1956

23 3 08
6926

yellow
on
Park, Ontario

Cross Referenced To:
Adm
Names

December 9, 1956

Oregon State Highway Commission

Gentlemen:

The state park directly lying north of the developed area of the City of Ontario and between the Union Pacific Railroad on the west side of I-84N and the Snake River has been operated several different names in the past. Until recently the Ontario City Park has been used but the Snake River and Riverside Cemetery Commission has initiated its desire that the park be called Riverside State Park.

In order to clarify reference in earlier correspondence and resolutions relating to the park, it is recommended that you adopt the name Ontario State Park for the above area.

This matter will be on the agenda for your consideration at the December 19 Commission meeting.

Very truly yours,

Maynard Langer
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
A. F. Parson

LPS:ajw bg

Shaw

RECEIVED
NOV 21 1966
FOR FILING

23-3308

6926

SP°23687.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 14, 1966

SUBJECT:

To:

MEMO TO FILES

The contractor at Ontario Wayside ordered Type I mesh fencing while the contract called for Type III. The difference in these is the amount of spelter on the wire.

Construction called saying the contractor stated that the difference in cost for wire was 56 cents per rod and if he could use this wire, he would reduce his bid price $1.00 per rod.

Oscar White, Material Testing Engineer says that this amount of coating is sufficient in Eastern Oregon and that he certified its use. The contractor will be allowed to substitute No. 1 for No. 3.

L. V. Koons, Deputy
State Parks Superintendent

LVK:jrb

cc: H. I. McCosh

NOTED
LLOYD P. SHAW

FORM E-1 [illegible] 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. RIDDLE, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
OCT 24 1966
FOR FILING

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 21, 1966

Mr. Chris Wheeler
State Engineer
316 Public Service Building
Salem, Oregon 97310

Application to Appropriate Water
Ontario State Recreation Area
Malheur County

Dear Mr. Wheeler:

Attached is an application for the appropriation of water of the State of Oregon for park purposes in Ontario State Recreation Area in Malheur County.

Also attached is a tracing, three prints, and description of the area in which water is to be used.

We are enclosing State Check No. A-074711 in the amount of $20.00 to cover the examination and recording fee.

Very truly yours,

Richard I. McCosh

Richard I. McCosh, Assistant
State Parks Superintendent

RIM:PWD:jrb
Enclosure

cc: Floyd Query

NOTED
FLOYD QUERY

RECEIVED
1966
FILING

23-3=08

6926

October 17, 1966

MISC. CONTRACTS and AGREEMENTS No. 3176

Mr. C. Lloyd Castner
City Superintendent
City of Ontario
Ontario, Oregon 97914

Agenda #5 45

Dear Mr. Castner:

We are enclosing a fully executed copy of an agreement with the City of Ontario covering water use to the Ontario State Recreation Area in Malheur County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By:
C. W. Head, Assistant Secretary

lmb
Enclosure

cc: Mr. David Talbot
Attn: Mr. Richard I. McCosh
(2 Conformed Copies)

RECEIVED
SEP 14 1966
FILING
35-3918
6926

September 13, 1966

Oregon State Highway Commission

Gentlemen:

Approval of annexation of the Ontario State Recreation Area to the city of Ontario was made possible by your action August 25. The City is now willing to supply water to the recreation area from its existing main near the north city limits provided cost of extending the main to the point of delivery is paid by the State.

An agreement with the City of Ontario providing for payment of an extension of the water main and a continuous supply of water at Ontario State Recreation Area will be on the agenda for the October 6 meeting.

The agreement provides that the City do all work and provide all material necessary to install a six-inch water main along the right-of-way by the Olds Ferry-Ontario State Secondary Highway to a point near the North Ontario Interchange on Interstate 80-N. About 3,200 feet of main is required.

The State agrees that upon completion of work, it will reimburse the City for cost of the installation of the main up to a limit of $6,000.

The City agrees to provide water to the Ontario State Recreation Area at rates which are made a part of the agreement. The agreement is to run for ten years from the date of its acceptance by both parties.

We recommend your approval and request authority for the Secretary to sign the agreement for saism your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
C. H. Maison
H. S. Cox
A. F. Parson

LPS:ajw bg

RECEIVED
OCT 13 1966
FOR FILING

23-5208
6926

MISC. CONTRACTS and
AGREEMENTS No. 3158

August 31, 1966

Mrs. Nadine A. Thompson
City Recorder
City of Ontario
Ontario, Oregon

Agenda Item
3K-3
8-25-66

Dear Mrs. Thompson:

We are enclosing for your records three fully executed copies of a Consent to Annexation for 37.9 acres on the Shoshone State Recreation Area between the center line of the westbound lanes of I-80N and the Snake River, from the present city limits of Ontario, northerly to the North Ontario Interchange in Malheur County.

A fully executed copy of the consent has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Lh
Enclosure

cc: Richard I. McCosh
Assistant State Parks Superintendent

Form GSA-1221 (1-1)
Pres. by
A.O. 206-1

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
AUG 25 1966
FOR FILING

8-24-66

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 24, 1966

In reply refer to: 08-35.7/417
XRef: I-80N-8(2)372

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(8)372
Ontario - Idaho State Line
Change in Access Control and Use of Right of Way
(Mr. L. P. Shaw's May 26 letter)

Your request for a change in location of the access control line and a change in use of Interstate right of way in order for the State Parks and Recreation Division to develop a park in the vicinity of the North Ontario Interchange is hereby approved. These changes are shown on Sheets 3, 4, and 5 of the construction plans which were enclosed with Mr. Shaw's letter.

Approval is with the understanding that title and control of the area of right of way involved will remain with the State and that if future highway improvements at this location require any of this right of way, the land will revert to such highway use.

REFERRED TO
_____
BY ASST. STATE HWY. ENGR.

Copy to Scott
8-29-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 29 1966
FOR FILING

Cross Referenced To:

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

23-3308

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 24, 1966

In reply refer to 08-35.7

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-8(2)372 (old I-82-8(2)372)
Ontario - Idaho State Line
Revised Right of Way Plans, Sheets Nos. 2, 3, 4, 5, 6, 7, and 8
(Mr. L. H. Young's June 10 letter)

Returned herewith are approved sheets nos. 5, 6, 7 and 8.

We are this date approving a change in the access control line and use of right of way in the vicinity of the North Ontario Interchange. This change will necessitate a further revision of sheets nos. 2, 3 and 4; therefore, we are withholding approval of them.

In accordance with paragraph 5r, PPM 21-4.1 and paragraph 7, page 5 of the Highway Department's Guide for Procedure on Access Control Lines, Right of Way Lines and Fencing dated April 1966, the revised plans should indicate the area which will be devoted to nonhighway use. When the necessary revisions have been made please forward copies for our approval.

The current designation of this project is I-80N-8(2)372.

Enclosure

REFERRED TO
Copy w/encl.
BY ASST. STATE HWY. ENGR.
8-29-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 22 1966
FOR FILING
23-3208
6926

August 19, 1966

Oregon State Highway Commission

Gentlemen:

We have begun development of the Ontario State Recreation Area in Malheur County and, as part of that development, must provide a source of potable water.

The recreation area includes recently acquired property as well as right-of-way purchased for I-80N. Change of access control limits to permit use of the latter has been requested of the Bureau of Public Roads. A map showing the location of the lands is attached for your information.

The City of Ontario is agreeable to providing water from its mains for use at the recreation area if the State consents to its annexation to the city. The recreation area abuts the city near the most northerly point of the city limits and if annexed, will form a northerly extension of the present city area.

A Consent to Annexation providing that 37.9 acres of State-owned area be annexed to the city of Ontario will be presented for your consideration at the August 25 meeting. It provides for annexation of State property between the center line of the westbound lanes of I-80N (relocated Old Oregon Trail Highway) and the Snake River, from the present city limits of Ontario, northerly to the North Ontario Interchange.

Your approval of the Consent to Annexation is recommended and authority for the Secretary to sign the document for and on your behalf is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David Talbot
H. S. Cox
A. F. Parson
D. H. Moehring

Enc.

LPS:ajw fn

Ontario State Recreation Area

State Highway Right of Way

OREGON STATE HIGHWAY DEPARTMENT

State Parks and Recreation Division

ONTARIO STATE RECREATION AREA

Malheur County

Scale: 2 Inches 1 mile

Jacobsons Gulch

Snake River

Johnson Is.

Vance Is.

Welch Is.

STATE OF IDAHO

To Boise

Relocated Old Oregon Trail Highway

Ontario City Limits

T 17 S R 47 E W M

T 18 S R 47 E W M

OREGON

O.S.W. COLZN. CO.

DAVIS GILCOX

MRS. E. K. OAKES

LENNIE THAYER

OLD

ALFRED MOORE

STATE

W. J. MINK

COUNTY

PAUL J. FLYN

J. E. LONG

VILLA SEAWEAR

ONTARIO NAT'L. BANK

HELENN DUNBAR

MR. EMIL POQUE

CRAWFORD MOORE

MARGARET L. TROW

GASTON DIEUDOME

DRIN BOYER

JOS. P. SCHALL

MRS. M. MILLER

ONTARIO NAT'L. BK.

C.W. MADDEN

MARY RICHARD

MARG.

RAILWAY

PED 12/17/64

RECEIVED
AUG 19 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

23 3621
5726

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 11, 1966

Mr. C. Lloyd Castner
City Superintendent
City of Ontario
Ontario, Oregon 97914

Water Use Agreement
Ontario State Recreation Area
City of Ontario
Malheur County

Dear Mr. Castner:

Attached are six blue-backed copies of the subject agreement. It is prepared by the Highway Legal Division in accordance with your May 4 letter to Mr. Stiles and the May 25 letter to Mr. Talbot.

Please examine the agreement and if found satisfactory, have the designated city officials sign all six copies in the spaces provided for this purpose and return all six copies for our further handling.

The Consent to Annexation suggested by the City of Ontario covering Ontario State Recreation Area and the intervening Highway property connecting with the City of Ontario, has been prepared and is now in the process of completion.

Providing the water use agreement is satisfactory and is returned in time, both the Consent to Annexation and the agreement will be submitted to the State Highway Commission for consideration at the next meeting to be held on August 25, 1966.

Very truly yours,

Richard I. McCosh, Assistant
State Parks Superintendent

Attachments
RIMcPKDenl
cc: Floyd Query

RECEIVED
JUL 20 1966
FOR FILING
23-2208
6426

Adam Barnes

July 19, 1966

Mr. Charles V. Stanton, Member
Travel Information Advisory Committee
545 S. E. Main
Roseburg, Oregon

Dear Mr. Stanton:

You will recall that during the course of the Highway Commission tour you requested that you be brought up to date on park developments north of Ontario.

We have obtained a strip of property along the river from the North Ontario Interchange south almost to Idaho Avenue. We also were negotiating for one of the larger islands separated from the shore by a minor channel of the Snake River. There were some matters to be considered involving the flooding frequency of the island; the possibility of building it up to a higher elevation was to be studied before we completed any deal on this piece of property. As of this moment this is still pending; however, we have begun work on the development on the strip of land between the river and Interstate 80N. A dwelling which we purchased with one land acquisition, not far from the North Ontario Interchange, has been moved to a new site at the extreme north end of our property. State forces will install water lines.

At the present time, there is a matter of a change in an access control line established for the freeway. This must be shifted westerly as far as possible to obtain maximum width of the park strip. Application for this move was made several weeks ago to the Bureau of Public Roads and I was assured by the Division office that the report was forwarded to its Washington, D. C., office with a recommendation for approval. Therefore, we are planning to call for bids on the contract work in September of this year. If the

Bureau approval is not received by that time, we may have to pull the project. The contract work will include grading, surfacing of roadways, and construction of a boat launching ramp and a rest area type of latrine building.

We have been in contact with the City of Ontario for some time in regard to a water supply and it appears this will be no problem.

The access control line will be fenced and a light break of appropriate trees or shrubs will be planted on the park side of the fence. The area to be developed under this first stage will be for day-use only. There is not enough area on the mainland to permit installation of an overnight camp.

We had originally planned to combine the park development with an information center, similar to that at Neil Creek south of Ashland. Upon obtaining more detailed information, it was found impractical to use any of this area for that purpose due to insufficient space for ramps and parking area. We have made further study of the Ontario area and will present another site for approval which is not limited in size by the river channel.

I hope I have covered the information you requested. If I have missed something, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc Forrest Cooper
R. L. Porter
David G. Talbot

RECEIVED
JUL 19 1966

FORM E-30 SCM 10-65 SP*23401-734

Cross Referenced To:
adm
names

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 18, 1966

SUBJECT:
Name of Ontario Interchange property

To:

404
434

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

"Shoshone" is uniformly disliked as a name for this area. You have recently received a copy of a letter from the Mayor of Ontario reporting that "everyone" in his area suggests that the park be named after Marie Dorion. We have not entered into research to determine the historical validity of such a name.

The Division recommends that the area be designated "Ontario State Recreation Area".

The whole question of who, why, how, where, when, etc. of naming park areas remains unanswered. Do you wish a recommended policy procedure on this topic?

With respect to the Ontario property, I would suggest that, following final staff approval, we write the Parks Advisory Committee and get their concurrence.

David G. Talbot
State Parks Superintendent

DGT:al

I vote in favor of OSRA as per 2nd paragraph. Would like to consider other names.

Suggest returned to Talbot 7-19-66

FORM S-125

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. BRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

RECEIVED
JUL 12 1966
FOR FILING

23-3308

643

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
July 5, 1966

The Hon. Morgan G. Beck
Mayor of Ontario
City Hall
Ontario, Oregon 97914

Dear Mayor Beck:

Thank you for your letter of June 30, 1966 regarding the views of the Ontario Chamber of Commerce and the City on naming the state park area near Ontario.

The proposed name, Shoshone State Recreation Area, has not been acceptable to most groups and we are now in the process of considering alternate name possibilities. We appreciate your suggestion and will give it every consideration.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

BC: Lloyd P. Shaw w/copy

R. I. McCosh w/copy

NOTED
LLOYD P. SHAW

RECEIVED
JUL 5 1966
OFFI. OF
STATE HIGHWAY ENGINEER

CITY OF Ontario. THE CAPITAL OF EASTERN OREGON

NOTED
D. TALBOT

FROM THE OFFICE OF MAYOR
Please Direct All Correspondence
On This Matter To The Above.

ONTARIO, OREGON
97914

June 30, 1966

Mr. Dave Talbot, Park Supt.
Oregon State Highway Department
Salem, Oregon

Dear Mr. Talbot:

As you are aware there has been local concern over the name of the proposed park near Ontario. The suggested name of Shoshone by your office lacked a local significance.

The Ontario Chamber of Commerce this week has recommended that the name for the proposed park be Dorion State Park. Madam Dorion was an early Indian guide to expeditions in this area and gave birth to the first white child in Oregon. The birth took place in Baker County. You can be assured that the suggested name of the Ontario Chamber of Commerce has my personal endorsement and the endorsement of other city officials.

Very truly yours,

Morgan G. Beck

Morgan G. Beck
Mayor

RECEIVED
JUN 30 1966
FOR FILING

FORM 8-90 (6M) 7-64 SP*6220-734

23-3206
6426

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
June 17, 1966

SUBJECT: State Park Near Ontario

To: Dave Talbot
State Parks Supt.
BUILDING

L

Mr. Horace Arment, who is a co-member of the Oregon Geographic Names Board with me, has at my request proposed a name for the new state park near Ontario.

He has proposed "Dorion State Park". He obtains this name from Madame Dorion who was the wife of one of the men on the Wilson Price Hunt expedition in 1811 which passed through the area near Ontario.

I pass this on to you for your use as you see fit. Incidentally, it does not have the official "blessing" of the City of Ontario.

L. E. George
by njc

L. E. George
Assistant Traffic Engineer

LEG:njc

ROUTED
LLOYD P. SHAW

Original returned to Talbot 6-30-66

RECEIVED
JUN 23 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 26 1966
FOR FILING

23-3308
6926

May 26, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97310

Dear Sir:

The State Highway Department, through its State Parks and Recreation Division, plans to improve and develop a park in the vicinity of the North Ontario interchange along the Snake River. Ultimately, the park will include several islands in the river and it is our thinking that a development pointing strongly toward water sports and day use will be our goal.

For the initial phase of our development, it is planned to construct a park road, picnic areas, rest rooms, and a boat launching ramp. To accomplish this it will be necessary to somewhat revise existing connections to the secondary road north of the interchange. Also a revision in location of the access control line and a change in use of a strip of Interstate right of way, as shown on the plans for the Ontario-Idaho Line Section of the Old Oregon Trail Highway, Project I-80N-8(8)372, will be necessary.

For your information and use in transmittal to the Region office, I am enclosing a 1" = 200' sketch showing approximately our proposed layout in the first stage of development of the park. Also enclosed are four copies of construction plans of the Ontario-Idaho Line Section, including Sheets 3, 4 and 5. Shown thereon are proposed locations of a revised access control line.

The proposed line lies outside the toe fill, back slope, or ditch, as the case may be, and it is our desire to establish adequate light screening in the form of suitable plants on the park side of the access control fence. It is our feeling that we will be in a better position to maintain the screen if it can be reached readily from the park side of the fence, rather than by a locked gate utilising the freeway side.

The area is not fenced at this time, but will be within the limits of our project.

This is not a request for change in degree of access control. We do request change in location of the access control line and change in use of Interstate right of way as set forth above.

As explained to you verbally, May 24, we are in need of immediate action in this regard and would appreciate its being expedited as much as possible.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Enclosures (No. 6V-266) (Sketch D1-111)

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
David G. Talbot
F. D. Morgan
Earl Saling
F. O. Scott

RECEIVED
JUN 1 - 1966
FOR FILING

23-3308
6126

3548
MAY 31 66

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWOP-OM

REFERRED TO
Admin.
BY SECRETARY

26 May 1966

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

The inclosed permit requested by your letter dated 19 May 1966 authorizes you to construct a boat ramp in the Snake River at approximately River Mile 369.3 on the left bank at Ontario, Oregon, as shown on your submitted drawing.

Your attention is invited to conditions (a) through (j) of the permit form. Particular attention is invited to condition (f) which covers any modifications you might have to make to the structure in the future. Should it become necessary to deviate from the approved drawing, a revised drawing showing the proposed changes must be submitted to us for approval before any work is commenced.

Sincerely yours,

ROBERT L. LANE
Maj, CE
Acting District Engineer

1 Incl
Permit

Original to Talbot
6-1-66

RECEIVED
MAY 27 1966
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF THE ARMY

NOTE.—It is to be understood that this instrument does not give any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State, or local laws or regulations, nor does it obviate the necessity of obtaining *State assent* to the work authorized. IT MERELY EXPRESSES THE ASSENT OF THE FEDERAL GOVERNMENT SO FAR AS CONCERNS THE PUBLIC RIGHTS OF NAVIGATION. (See *Cummings* v. *Chicago*, 188 U. S., 410.) 16—12168-8

PERMIT

Corps of Engineers.

26 May, 19 66.

State of Oregon
State Highway Department
Salem, Oregon 97310

Gentlemen:

Referring to written request dated 19 May 1966

I have to inform you that, upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899, entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army.

to construct a boat ramp
(Here describe the proposed structure or work.)

in the Snake River
(Here to be named the river, harbor, or waterway concerned.)

at approximately River Mile 369.3 on the left bank at Ontario, Oregon
(Here to be named the nearest well-known locality—preferably a town or city—and the distance in miles and tenths from some definite point in the same, stating whether above or below or giving direction by points of compass.)

in accordance with the plans shown on the drawing attached hereto entitled
(Or drawings; give file number or other definite identification marks.)
"Proposed Development Plan, Shoshone State Recreation Area, Malheur County,"

dated April 1966

subject to the following conditions:

WORK SHED

PARK RESIDENCE

PARKING - 60 CAR - TLR.

LAUNCHING RAMP

BEST STA

SCREEN PLANTING

WEST BOUND

I-80N

NORTH

SEC. 33, T. 17 S., R. 4 7 E., W.M.

AR-TLR.

SNAKE

RIVER

LAUNCHING RAMP

REST STATION

PICNIC AREA

PARKING-40 CARS

TURN AROUND

SCREEN PLANTING

ON

EAST BOUND

To

ONTARIO

PROPOSED DEVELOPMENT PLAN

SHOSHONE STATE RECREATION AREA

SCALE 1"=200' APRIL-1966 MALHEUR COUNTY

S., R. 47E., W.M.

(*a*) That the work shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the locality, who may temporarily suspend the work at any time, if in his judgment the interests of navigation so require.

(*b*) That any material dredged in the prosecution of the work herein authorized shall be removed evenly and no large refuse piles, ridges across the bed of the waterway, or deep holes that may have a tendency to cause injury to navigable channels or to the banks of the waterway shall be left. If any pipe, wire, or cable hereby authorized is laid in a trench, the formation of permanent ridges across the bed of the waterway shall be avoided and the back filling shall be so done as not to increase the cost of future dredging for navigation. Any material to be deposited or dumped under this authorization, either in the waterway or on shore above high-water mark, shall be deposited or dumped at the locality shown on the drawing hereto attached, and, if so prescribed thereon, within or behind a good and substantial bulkhead or bulkheads, such as will prevent escape of the material in the waterway. If the material is to be deposited in the harbor of New York, or in its adjacent or tributary waters, or in Long Island Sound, a permit therefor must be previously obtained from the Supervisor of New York Harbor, New York City.

(*c*) That there shall be no unreasonable interference with navigation by the work herein authorized.

(*d*) That if inspections or any other operations by the United States are necessary in the interest of navigation, all expenses connected therewith shall be borne by the permittee.

(*e*) That no attempt shall be made by the permittee or the owner to forbid the full and free use by the public of all navigable waters at or adjacent to the work or structure.

(*f*) That if future operations by the United States require an alteration in the position of the structure or work herein authorized, or if, in the opinion of the Secretary of the Army, it shall cause unreasonable obstruction to the free navigation of said water, the owner will be required upon due notice from the Secretary of the Army, to remove or alter the structural work or obstructions caused thereby without expense to the United States, so as to render navigation reasonably free, easy, and unobstructed; and if, upon the expiration or revocation of this permit, the structure, fill, excavation, or other modification of the watercourse hereby authorized shall not be completed, the owners shall, without expense to the United States, and to such extent and in such time and manner as the Secretary of the Army may require, remove all or any portion of the uncompleted structure or fill and restore to its former condition the navigable capacity of the watercourse. No claim shall be made against the United States on account of any such removal or alteration.

(*g*) That the United States shall in no case be liable for any damage or injury to the structure or work herein authorized which may be caused by or result from future operations undertaken by the Government for the conservation or improvement of navigation, or for other purposes, and no claim or right to compensation shall accrue from any such damage.

(*h*) That if the display of lights and signals on any work hereby authorized is not otherwise provided for by law, such lights and signals as may be prescribed by the U. S. Coast Guard, shall be installed and maintained by and at the expense of the owner.

(*i*) That the permittee shall notify the said district engineer at what time the work will be commenced, and as far in advance of the time of commencement as the said district engineer may specify, and shall also notify him promptly, in writing, of the commencement of work, suspension of work, if for a period of more than one week, resumption of work, and its completion.

(*j*) That if the structure or work herein authorized is not completed on or before 31st day of December, 1969, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

By authority of the Secretary of the Army:

Robert L Lane

ROBERT L. LANE
Maj, CE
Acting District Engineer

ENG FORM 1 SEP 48 1721 (Civil) This form supersedes ED Form 98, dated 1 Apr 48, which may be used until exhausted.
EM 1145-2-303
U. S. GOVERNMENT PRINTING OFFICE 16—13163-5

FORM S-123

RECEIVED
JAN 27 1966

COMMISSIONERS
GLENN J. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 25, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. C. Lloyd Castner
City Superintendent
Ontario, Oregon 97914

Dear Lloyd:

Negotiations are still under way for the last parcel of land to be included in our proposed development near Ontario. Barring legal or financial complications, this transaction should be completed in the near future.

We are aware of your community's willingness to support and assist in the development. Once our preliminary plans are complete, we'll be happy to discuss with you and other community leaders what we intend to do and how soon. We do not expect to reach this point until midsummer. Unless we can secure a supplemental appropriation, there is little hope that improvements of any size can be made prior to the 1967-69 biennium.

Thanks again for your continued interest in this project.

Very truly yours,

David G. Talbot
State Parks Superintendent

DGT:al

CC: Lloyd P. Shaw

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JAN 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1965
FORM E-30 BOM 7-60. 29395
FOR FILING
6926

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 6, 1965

SUBJECT: Shoshone [redacted]
State Recreation Area

To: Richard McCosh, Supervisor
Parks Planning Supervisor
OFFICE

Lloyd Shaw, Assistant State Highway Engineer, has raised a technical question in the naming of the subject area. The original thought was that in order to make the name more palatable for public use, it should not refer directly to snakes of any kind. After all, how would Snake Landing Recreation Area sound? Mr. Shaw's point is that according to "Memoirs of the American Anthropological Association," by Joel V. Berreman (see attached map) the Snake Indians were finally located in Central Oregon. This is not denied. It should, however, be noted on this map that although the Snake Indians were located in Central Oregon, the Shoshonean Tribe extended to and included that area encompassing the proposed state recreation area at Ontario. Historically, the "Snake River was named from the Snake Indians (Shoshone)," MacArthur's Geographic Names, page 561. The first reference to the Snake Indians is found in the journals of Lewis and Clark who found this tribe located at the headwaters of the Missouri River in Montana in 1805. The Snake Tribe was considered to have their stronghold in the Snake River in Idaho by later scholars (Handbook of American Indians). The Snake Indians were members of the larger Shoshone Indian Tribe which was part of the Uto-Aztecean family, which was located from the Cascades and the Sierra-Nevada to the Northern Plains and then southward to Mexico. It is, therefore, readily apparent that they had a much wider distribution than the final one shown in Mr. Berreman's book.

Because of the wide distribution of the Snake Indians and its relationship with the larger Shoshone Tribe, which encompassed the subject area, it would still seem appropriate to retain the name "Shoshone State Recreation Area." It boils down to a question of whether we wish to accept the final tribal distribution as the determining factor or the broader historical classification for the tribe.

An alternative is to reconsider the park names, which are available in our files. Other potential names considered included Johnson Island State Recreation Area and Willow Point State Recreation Area.

William K. Riesland

William K. Riesland
Landscape Architect

WKR:aw

NOTED
LLOYD P. SHAW

NOTED
R I MCCOSH

Language of the group comprised of Tribe

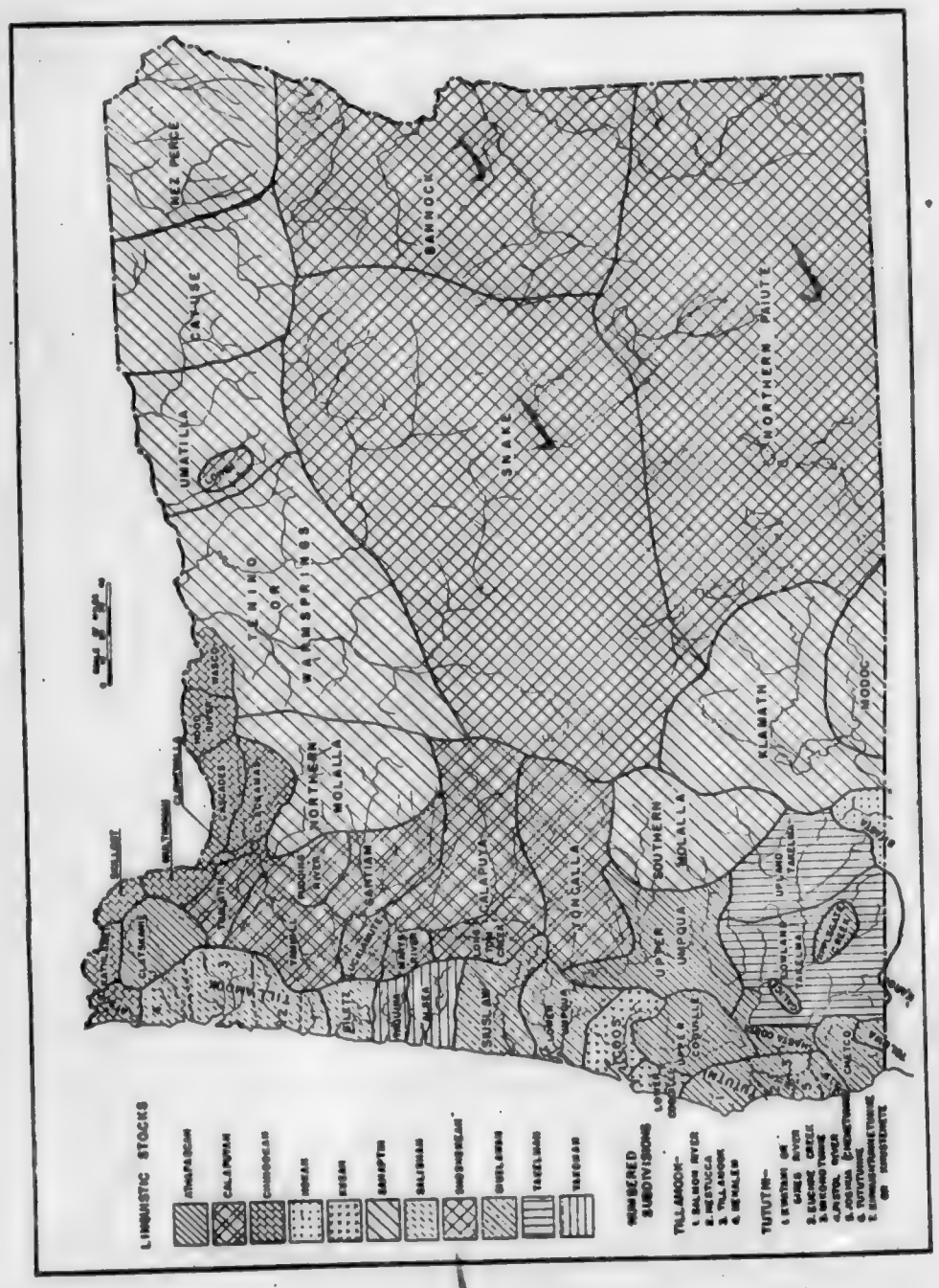

FIG. 2. Final tribal distribution in Oregon about 1840–50.

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MAY 6 - 1965

FORM E-20 6ON 7-64 SP*0220-734

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 29, 1965

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
BUILDING

SUBJECT: Proposed Acquisition
Shoshone State Recreation Area
Files #37453, 27897, and 37513
Malheur County

Attached are ten prints showing two parcels of land located along the Olds Ferry-Ontario Highway between the highway and the Snake River and Vance Island in the Snake River. The parcel along the highway consists of two tracts of land owned by the United States National Bank of Portland and Joseph K. Davis, containing 0.97 and 2.10 acres. Vance Island is owned by the Rogers Construction Company and contains 32.28 acres.

District Right of Way Supervisor, K. A. Chatwood, by a letter dated April 16, 1965, estimates the total land value to be $33,100. Two other islands in the Snake River adjacent to Vance Island, Johnson and Welch Islands, are owned by the State.

The acquisition of this land will create a new addition to the State Parks System. "Shoshone State Recreation Area" has been selected by a majority vote of the park staff personnel as a suitable name for the proposed addition.

The acquisition of this area will provide land for the development of a marina facility which is a growing and important phase of the complete recreational program. Also, an informational port of entry would furnish the traveling visitors with information of local and statewide interest as an assist to the promotion of the State's slogan "Welcome to Oregon."

This area is a part of the accelerated acquisition program under priority #1 which was approved by the Highway Commission at its meeting held on April 20, 1965. It is recommended that this matter be presented to the Highway Commission at its next regular meeting for further consideration and approval.

L. V. Koons, Deputy
State Parks Superintendent

PED:hl
Attachments
cc" Walter T. Wright

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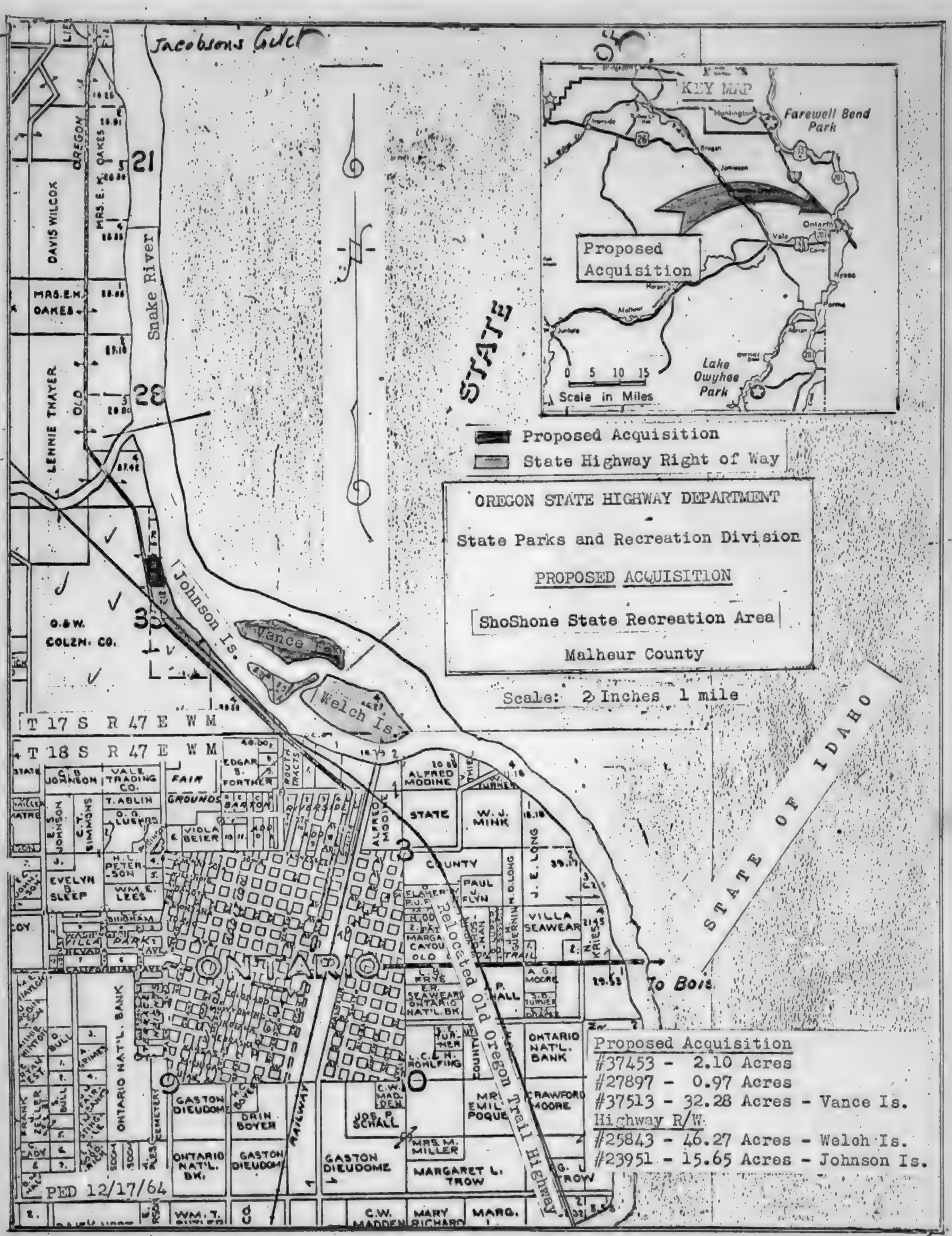
APR 30 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

Original to Talbot, 5-6-65
Note: Porter advises that he presented the No. 1 priority jobs to Commission for negotiation. No approval is needed until optioned.


Jacobsons Gulch
Snake River
Johnson Is.
Vance Is.
Welch Is.
T 17 S R 47 E W M
T 18 S R 47 E W M
ONTARIO
Relocated Old Oregon Trail Highway
STATE OF IDAHO
To Boise
KEY MAP
Farewell Bend Park
Proposed Acquisition
Lake Owyhee Park
0 5 10 15
Scale in Miles
Proposed Acquisition
State Highway Right of Way
OREGON STATE HIGHWAY DEPARTMENT
State Parks and Recreation Division
PROPOSED ACQUISITION
ShoShone State Recreation Area
Malheur County
Scale: 2 Inches 1 mile
Proposed Acquisition
#37453 - 2.10 Acres
#27897 - 0.97 Acres
#37513 - 32.28 Acres - Vance Is.
Highway R/W
#25843 - 46.27 Acres - Welch Is.
#23951 - 15.65 Acres - Johnson Is.
PED 12/17/64

Ontario Jaycees

Ontario, Oregon P.O. Box 837

2188

NOV 24 65

November 15, 1965

Mr. Forest Cooper, State Highway Engineer
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

The Ontario Jaycees passed the attached resolution supporting the Oregon State Highway Department in the establishment of a park near the North Ontario Interchange of Interstate 80-N.

The members of the Ontario Jaycees extend their services and resources to assist in the establishment of the park.

We do not wish to proceed with any formal plans until directed to do so by the State Highway Department.

Very truly yours,

Ben Cook

Ben Cook
President

(Identical letter received addressed to Mr. Jackson - which was forwarded to Mr. Jackson with following note written on by Mr. Cooper:

"Glenn: We are establishing a park on the Snake River at North Ontario."

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NOV 19 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

R E S O L U T I O N

The Ontario Jaycees is in support of the development of a State Park near the North Ontario interchange of Interstate 80-N on the Snake River.

WHEREAS, the Ontario Jaycees is an organization of energetic and ambitious young men interested in community development,

WHEREAS, these young men promote all forms of recreational activities in the Ontario area,

WHEREAS, the Ontario Jaycees see the need for a boat marina and overnight camping facility near the North Ontario interchange of Interstate 80-N,

WHEREAS, these young men are among those anxious to have this long overdue recreational facility materialize,

WHEREAS, the Oregon State Highway Department has an outstanding park system,

WHEREAS, the Oregon State Highway Department is now acquiring a site near the North Ontario interchange of Interstate 80-N near the Snake River for a proposed State Park,

NOW IT THEREFORE BE RESOLVED, the Ontario Jaycees support the Oregon State Highway Department in the establishment of a State Park on the Snake River near the North Ontario interchange of Interstate 80-N and the President of the Ontario Jaycees extends the services and resources of the Ontario Jaycees to the Oregon State Highway Department to assist with the development of this park facility,

FURTHER RESOLVED, the Ontario Jaycees support the Oregon State Highway Department and assist with the development of this park to the best of their ability and under the direction of the Oregon State Highway Department and that the OntarioJaycees continue to cooperate with the Oregon State Highway Department until this park development is complete.

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NOV 19 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 27 1965
FOR FILING

23-3305

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 25, 1965

To:

SUBJECT:
Shoshone State Recreation Area

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
B U I L D I N G

Attached are some materials relative to the staff selection of the name "Shoshone State Recreation Area" for the property adjoining the Ontario Interchange. As you will recall, several persons have questioned the appropriateness of our suggestion.

I hope that you understand that there is nothing final about these staff recommendations regarding names. The official name is adopted by the Highway Commission at the time it formally accepts the property. The Advisory Committee should logically recommend one or more names, and in all likelihood, the Committee's information will be based on some research by the staff.

David G. Talbot
State Parks Superintendent

DGT:al
Att.

RECEIVED
OCT 28 1965
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
LLOYD P. SHAW

CONSIDERATION OF PARK NAME

Existing Name

ONTARIO INTERCHANGE

Location

1/2 Miles North From Ontario

Region of State	County	Township	Range	Section
Southeast	Malheur	17 S	47 E	33,34

Local Names & Usage

JOHNSON ISLAND - Small island under present ownership of State Highway Dept. (U. S. Geol. Map)
ONTARIO - Name of adjoining community named after Ontario, Canada
SNAKE RIVER - Named for the Snake (Shoshones) Indians
MALHEUR RIVER - Mouth of river two miles north of site

Key Natural Features & Recreation Interests

WATERFRONTAGE ON SNAKE RIVER - Boating
TRAVELER USAGE off Interstate 80N
VEGETATION - Willows, cottonwood

Type of Park

- ☐ State Park
- ☐ State Monument
- ☒ State Recreation Area
- ☐ State Wayside

Potential Names

JOHNSON ISLAND STATE RECREATION AREA
SHOSHONE STATE RECREATION AREA
SHOSHONE LANDING STATE RECREATION AREA
WILLOW POINT STATE RECREATION AREA

Suggested Name

. Smith, who took up a
The Indian name for
l, page 321. Vancouver's
III of England. Wilkes
the atlas for *U. S. Ex-*
y.
:e a number of stories
'ormation on the north
rincville wrote in 1926
:ped nearby, during In-
: rock to get a view. A
s feet, and he fell and
ems the most probable.
· is a large tributary of
posite Reedsport. It was
ır trader and explorer,
June 24, 1798, and was
1831 while on the way
:en years old Smith ob-
Lakes, and when he was
ur trade. In 1826 Smith
ley on the first stage of
from the Mississippi to
aveled to southern Cali-
d to Utah and in 1828
:gon. His party made its
pqua River, which was
2, 1828. The party then
the river until the even-
the north bank just
River. Gordon's Land
about a quarter of
6, township 21 south,
southwest of what is
ilroad. On the morning
, while Smith and two
was the only man who
to Tillamook, thence to
ıs escaped toward Wil-
:e figures are from the
III, page 115. Through
were recovered and the
St. Louis and continued
ıut Christian, and a re-
or his explorations. For
rations by Harrison C.
:e S. Sullivan and *Jede-*
ɔy Sullivan. The main
River, not West Fork. A
anch. There is another
edediah Smith. It is in
m rises in southern Ore-

gon, so that there are two North Forks Smith River in this state, but not two Smith rivers, named for Jedediah Smith.

SMITHFIELD, Lane County. Daniel Smith came to Oregon in 1852 and shortly thereafter settled in Lane County on the Territorial road southwest of what is now Junction City. In 1857 R. V. Howard built a store in the vicinity and began to call the place Smithfield. In the meantime Franklin post office had been established in the same general locality. This has resulted in a controversy about the names Franklin and Smithfield that has at times been acute. For a history of the business see under FRANKLIN-SMITHFIELD.

SMITHFIELD, Polk County. Smithfield, formerly a railroad station about five miles northeast of Dallas, bears the name of Absalom Smith, a pioneer settler. Smithfield post office was established July 28, 1893, with Ira Kimball postmaster, but the railroad station was in service before that date. The compiler cannot tell when the post office was closed, but it was before March, 1900. The railroad through this place was originally the narrow gage line of the Oregonian Railway Company, later standardized by the Southern Pacific Company. The track has been removed.

SMOKY CREEK, Grant County. J. E. Snow of Dayville told the writer that this stream probably received its name because of mist and fog that collects against the mountain where it heads.

SMUGGLER COVE, Tillamook County. This snug little harbor is between Cape Falcon and Neahkahnie Mountain and its shore has been called Short Sand Beach for many years. It is not a landing place, but fish boats sometimes anchor there in rough weather. The name Smuggler Cove is purely romantic as there is nothing to indicate that smugglers ever used the place. See also under TREASURE COVE.

SMYTH CREEK, Harney County. Smyth Creek was named for D. H. Smyth, a pioneer settler near Malheur Lake. Darius Hynson Smyth was born in Lincoln County, Missouri, October 29, 1844, and came to Oregon in 1853. He spent nearly twenty years in Lane County, but also roamed in Nevada and California. He settled in Harney County in 1872 and established himself in Happy Valley in the winter of 1873-74. His father and brother were killed in Happy Valley in June, 1878, by Indians. For reminiscences of D. H. Smyth, see *OHQ*, volume XXXIII, page 125. He died at his home in Happy Valley, May 13, 1942.

SNAKE RIVER forms in part the eastern boundary of Oregon, and constitutes the eastern boundary of Wallowa and Baker counties and in part of Malheur County. Snake River was named from the Snake Indians (Shoshones). The Lewis and Clark journals called the Indians *Choshonnes* and *Sosonees*. The name Snake came out of the fur trade period. Alexander Ross, in *Fur Hunters of the Far West*, volume I, page 275, comments on the facility of these Indians in concealing themselves, and adds: "They are very appropriately named Snakes." De Smet said the Indians were called Snakes because of their poverty, and necessity of digging in the ground for food. See Chittenden and Richardson's *Life, Letters and Travels of Father De Smet*, page 217; also *OHQ*, volume XX, page 3, "The Snake River in History," by Miles Cannon. The habitat of these Indians was extremely barren, and their eating habits were repulsive to the early writers. Snake River has had various names: Lewis, for the explorer; *Shoshone, Nez Perce, Sahaptin, Kimeo-*

RECEIVED
SEP 22 1965
FOR FILING

Court
W/W
Park

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon
September 16, 1965

SUBJECT:
Mr. Russell's offers of financial assistance

To:
MEMO TO FILES

On September 15, Mr. Lloyd Russell, representing the City of Ontario, Malheur County and the Ontario Rotary Club, stopped in to discuss the development of the State's proposed park near Ontario.

He had several proposals.

1. The Ontario Rotary Club, a newly formed but most enthusiastic club, had some small amount of excess funds and would, as he put it, "like to help in the development of the park." His idea was to develop a stage area within the park to be built with stones collected from each of the Rotary Clubs throughout the United States with an inscription on each citing the club, donor, and the date. My response to this idea was that preliminary development plans were not complete and until they were, we could not offer any definite encouragement.

2. Representing the Malheur County Park and Recreation Commission, an advisory group to the County, he stated that the County would like to utilize the marine board refund to assist in the development of the park. My response was that although there are some bookkeeping problems involved, and while we have had some rather bad experiences with other groups which had assisted in such development, we are always interested in outside sources of revenue.

After explaining the boating-aid program and the Land and Water Conservation Fund program, I concluded the conversation by explaining to Mr. Russell that theState would not be able to accept his assistance until such time as (1) property was secured (2) a preliminary plan had been completed. I further explained that this would take an estimated 9-12 months. He seemed satisfied and again stated his offers of help.

David G. Talbot
State Parks Superintendent

DGT:al

NOTED
LLOYD P. SHAW

(1171)

ON THE OLD OREGON TRAIL

ONTARIO Chamber of Commerce

CAPITAL OF
EASTERN OREGON

MOORE HOTEL BUILDING
ONTARIO, OREGON

July 29, 1965

REFERRED TO
Chew
BY DEPUTY STATE HIGHWAY ENGINEER
for handling

Forrest Cooper, Engineer,
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cooper,

Now that we are aware of the state owned property at the north end of Ontario and the crying need for overnight parking in the immediate area for tourists, we wonder if we can not get the two together.

There is not a day passes that I do not recommend Farewell Bend Park to many who wish to pitch a tent for the night. We are a bit selfish for our community and naturally would like to be able to send them to a spot nearer the city. They in turn would have the benefits of our swim pool, golf course and shopping facilities.

Porter

This area could also handle a marino and we are in dire need of such accomodations nearer at hand. We realize that Farewell Bend is comeing along fine and we are grateful to the State Highway Department for the development there. However again it is only human that we like these improvements right in our own back yard.

There is some local money available to make a start on park improvements in this area north of the city and if the state could lend assistance in mapping the right plans for such facilities, we would certainly appreciate it.

✓ It might be we can discuss this prospect more fully when the State Parks Advisory Board make their visit here August 11.

Sincerely yours,

H. F. Legue, Secretary

NOTED
LLOYD P

RECEIVED
AUG 2 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 2 1965
OREGON
STATE HIGHWAY COMMISSION

I-5-6(61) East Marquam Interch. Unit 1966
302 Pacific Hwy. (Roadside
#6927 improvement)

RECEIVED
MAR 15 1968

I-5-6(61)302

6927

March 15, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6927 awarded to Baltz & Son Co. for roadside improvement on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County was completed on June 6, 1967, and accepted by the Highway Commission on March 14, 1968.

Final payment in the amount of $11,987.27 will be released to the contractor after March 22, 1968. The total contract amount is $123,783.53 including $249.30 for work performed under force account.

You were advised previously that a claim was filed with us and then later withdrawn.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wlm

cc Baltz & Son Co.
9817 E. Burnside
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAR 15 1968
FOR FILING

I-5-6(61)202

6927

March 14, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 6, 1967, on Contract No. 6927. The contract was with Baltz and Son Company and was for roadside improvement on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective March 14, 1968, and that you concur in this procedure at the Commission meeting on April 16.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Kiaboe
Victor D. Wolfe
C. N. Maisen
F. D. Morgan
L. N. Young
A. E. Johnson

erb jes

RECEIVED
MAR 1 [illegible]
FOR FILING

COMMISSIONERS
GEORGE [illegible], CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

I-5-6(61)302
6927

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 28, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6927
Prefix 626-1077
FAP I-5-6(61)302

Dear Sir:

The replacement planting work under Contract No. 6927, East Marquam Interchange Unit Section of the East Bank Freeway in Multnomah County, was completed February 22, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 2-29-68

Conditions noted on above date:

None #3

A. W. Parsons
Division Engineer

RECEIVED
MAR 11 1968
OFFICE OF
STATE HIGHWAY ENGINEER

By: G. R. Brooks
G. R. Brooks
District Engineer

Sign to Yellow Files
Copy 3/12

VG:jb

cc: Forrest Cooper
L. H. Young

I-5-6(61)302

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: East Marquam Interchange East Bank Freeway		WEEK ENDING: February 24,1968
		SECTION PREFIX: 626-1077
HIGHWAY: Pacific		COUNTY: Multnomah
NAME OF JOB: East Marquam Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz and Son Co.	CONTRACT NUMBER: 6927	FEDERAL AID PROJECT NUMBER: I-5-6(61)302
DATE OF CONTRACT: September 6,1966	DATE WORK STARTED: September 22,1966	COMPLETION DATE: June 6,1967
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS SPECIFIED CALENDAR DAYS: 260	WORK DAYS USED CALENDAR DAYS USED: 260
PROJECT AUTHORIZATION: $ 147,375.69	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 136,895.85	ENGINEERING AUTHORIZATION: $ 10,480.04	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 126,453.53	ENGINEERING COST TO DATE: $ 15,072.45	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT UNDERRUN: 7.6 %	PERCENT OF AUTHORIZATION: 144 %	DATE PROJECT WAS COMPLETED: June 6,1967 Semi final submitted 6/21/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD	Irrigation	Planting
						100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 8					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Calendar

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0	0	
MONDAY	Rain	0	0	
TUESDAY	Cloudy	0	0	
WEDNESDAY	Showers	0	0	
THURSDAY	Showers	0	0	
FRIDAY	Showers	0	0	
SATURDAY	-	0	0	

Routing
Parker
Bond
Barber
Walker
Olson
Swan
Staff
Wm.
Lirch Id.
Olson
BEN GIFFORD

RECEIVED
CONSTRUCTION
DIVISION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	-
MONDAY	Two men making replacements.
TUESDAY	No work.
WEDNESDAY	No work.
THURSDAY	Contractor finished replacements and general cleanup.
FRIDAY	No work.
SATURDAY	-

REMARKS

~~Contractor~~ Contractor finished replacements and general cleanup Thursday, February 22,1968.
Post semi final ~~notice~~ and contractor's statement regarding payrolls will be submitted the first part of next week.
This is final weekly report on this project.

Routing: Constr. Eng'r (2)
EPR
Div. Eng'r
Landscape
Shuler
Files

SIGNED James Don LS LOCATION
James Don, Res. Eng'r Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED

Schell, Area Engr (PPM 20-61)

REGION NO.	REPORT NO.	COUNTY	STATE
I-5-6(6)1	302 2	Multnomah	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
2-12-68	W. Bryant, Area Area Engr		I-5-6(6)302
IN COMPANY WITH			
Jim Dan, Res Engr, OSHD			
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED**	**WORK COMPLETED**
Satisfactory	Satisfactory	100 %	100 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

EAST MARQUAM INTERCHANGE UNIT
EAST BANK FREEWAY
PACIFIC HIGHWAY
Landscaping

All contract work, with exception of the establishment period, was completed on June 6, 1967. The replacement planting, except for 4 azaleas, was completed in a satisfactory manner on February 9, 1968. At the time of this inspection, all contract work had been completed in substantial conformity with the approved plans and specifications including authorized changes.

The estimated final cost of the work is $126,454.50 as compared to the original bid amount of $127,750. The cost of engineering is estimated to be $14,500. All of the 260 calendar days specified were used in completing the contract.

Subcontractors

Two subcontracts in the total amount of $20,683.10 or 16.2% of the contract amount were approved during the life of the project.

Changes

The following work orders, in addition to those covered in the Initial Report, were found necessary in order to complete the work:

Order No.	Description	Amount	BPR Approval
PA #4	Install a 2 1/2" control valve	$122.00	1-31-67
PA #5	Delete Item #24, Inorganic Fertilizer	- 30.60	9- 7-67
EWO #2	Remove broken concrete from planting bed	264.50	NP

Materials

All material reports were reviewed during contact inspections and found to substantially meet pertinent specification requirements.

RECEIVED
MAR - 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

EDITION OF 5-60 MAY BE USED

Measurements

Measurements were taken during contact inspections and found to be in reasonable close conformity with the plans and specifications.

Remarks

The total plant loss during the establishment period was quite high, as can be seen from the following list:

Plants	Planned	Quantities Replaced	Percent
Trees	1,210	211	17.5
Shrubs	4,140	438	10.5
Rhododendrons and Azaleas	2,800	1,349	48.5
Vines	44,440	Approx 4,500	10.0

Because of the very heavy loss of rhododendrons and azaleas experienced during the establishment period, the Resident Engineer arranged a meeting with the contractor and a local rhododendron grower in an effort to determine the reason for the loss. The local grower felt the reason for the heavy loss was due to the plants being over-fertilized. It was recommended that the 16-20-0 inorganic fertilizer, as called for in the Special Provisions, be deleted and that no fertilizer be placed during the summer. It was also recommended by the grower that no fertilizer having a nitrogen content over 5% should ever be used around rhododendrons or azaleas. As a result of these recommendations, the inorganic fertilizer was deleted from the contract by Price Agreement #5.

On the basis of the supporting data submitted with Price Agreement #5, a letter was sent to the State indicating that fertilizing of rhododendrons and azaleas on all future Federal-aid projects should be specified and/or performed only after a complete soil analysis had been completed to determine the soil deficiencies.

RECEIVED
JAN 30 1963
Post Audits
I-5-6(61)342
6927

January 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-.MD(25)31

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our Standard specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
L. L. Porter
F. P. Morgan
L. H. Young
Mark Astrup

MHA:de srb

Routing

Form FH-121 (4-67) Morgan

UNITED STATES GOVERNMENT

Memorandum

Boe

RECEIVED

JAN 8 1968

Walker

CONSTRUCTION DIVISION

Glenn

Swan

Pool

Morelock

Scott

Wells

Litchfield

Olson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

re Klein
Morgan - R/W
Young

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

6972 - Neil Creek - California Line Section, I-5-1(66)00
6947 - North and East Grants Pass Interchange Section, I-5-1(65)56
6944 - Suncrest Safety Area, I-5-1(63)23
6927 - East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
7092 - Goshen Interchange Section, I-5-3(78)190

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-5-1(61)302

TO 6927 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

cc Kibbe
Morgan - RID
Young

NOTED
F. B. KIBBE

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

Neil Creek - California Line Section, I-5-1(66)00 - 6972
North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

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We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
SEP 14 1967
FOR FILING

I-5-6(61)302

6927

September 14, 1967

McKinney and Churchill
Attorneys at Law
415 High Street, S. E.
Salem, Oregon 97301

Attention: Mr. T. W. Churchill

Gentlemen:

This is to acknowledge receipt of your letter of September 5 concerning the claim of your client, Sunnyslope Nursery, in the amount of $1,173.40, which was filed with the Secretary of State on July 27, 1967.

You state that this was in connection with the Baltz and Son Company Contract No. 6927 for roadside improvement on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

You mention that since filing this claim the plants did not apparently go to the Baltz and Son Company Contract No. 6927 and you are withdrawing the claim in full.

This information is being noted in our records and we will advise all interested parties of the receipt of your letter.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Baltz & Son Company
United Pacific Insurance Company
F. G. Sumer Company
Secretary of State
Commission

CWH:fkn

9-14-67
fkn

McKINNEY AND CHURCHILL
ATTORNEYS AT LAW
415 HIGH STREET S. E.
SALEM, OREGON
97301

W. W. McKINNEY
T. W. CHURCHILL
CHARLES H. S. HOWE
W. C. McKINNEY

AREA CODE 503
PHONE 585-2880

September 5, 1967

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Dear Sir:

On July 26, 1967 I transmitted to you a letter with attached Notice of Claim of my client, Sunnyslope Nursery, indicating that Rich Northwest Nurseries, subcontractor, owes them $1,173.40 for plants. As you indicated to me in your letter of August 3, 1967, this appears to be in connection with the Baltz & Son Company, Contract No. 6927, for roadside improvement on the East Marquam interchange unit, east bank freeway section of the Pacific Highway in Multnomah County.

We have now ascertained that these plants did not apparently go to Baltz & Son Company on Contract No. 6927 as we were informed at the time I sent the claim to you, except possibly for the blue spruce which was a very small part of the total claim.

Under the circumstances I herewith request, on behalf of my client, that you consider said claim as withdrawn in full, and I am giving notice of the withdrawal by carbon copies of this letter to the persons indicated below.

Yours very truly,

McKINNEY AND CHURCHILL

T. W. Churchill

T. W. Churchill

TWC:pk

cc: Ralph B. Chamberlain
E. P. Baltz
Secretary of State
F. G. Sauer Company
Henry Bauer Jr.

NOTED
C. W. HEAD

NOTED
FLOYD QUERY

RECEIVED
SEP - 7 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 1967
FOR FILING

I 5 6(6)(L)-2
6927

August 3, 1967

Frgt 1286

McKinney and Churchill
Attorneys at Law
415 High Street, S.E.
Salem, Oregon 97301

Attention: Mr. T. W. Churchill

Gentlemen:

This is to acknowledge receipt of your letter of July 26 and attached Notice of Claim of your client, Sunnyslope Nursery, stating that Rich Northwest Nurseries, subcontractor, owes them $1,173.40 for plants.

This appears to be in connection with the Baltz and Son Company, Contract No. 6927, for roadside improvement on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on this contract. The Secretary of State's office has notified us this claim was filed in their office on July 27 and was assigned their claim File No. 4316.

Please inform this office when your client's claim has been paid.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
F. G. Sauer Company
Baltz and Son Company

Commission

CWH:fkn

NOTED ON CARD
8-3-67
fp

NOTICE OF CLAIM

TO: Oregon State Highway Commission

Notice hereby is given that the undersigned, Verl L. Holden, dba Sunnyslope Nursery, has a claim for plantings furnished in the landscaping of the approaches to the East Marquam Bridge in Portland, Oregon, through Rich Northwest Nurseries of Portland, Oregon, a subcontractor, pursuant to attached copy of invoice No. 4333 in the sum of $1,173.40 against the bond taken from Baltz and Son Co., 9817 E. Burnside, Portland, Oregon and United Pacific Insurance Company as surety for the work of landscaping the described premises under Highway Commission Contract No. 6927.

Verl L. Holden, dba
Sunnyslope Nursery,
Route 2, Box 180
Silverton, Oregon

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

SUNNYSLOPE NURSERY
RT. 2 BOX 180
SILVERTON, OREGON

No. **4333**

DATE	8 May 67
CUSTOMER'S ORDER	
SALESMAN	
TERMS	2-10-30
F. O. B.	
VIA	

Sold To Rich Northwest Nurseries Inc.

Shipped To

Address

2	Meerbeium Blue Spruce 3-4 C	11	00	23	00
	2 @ 2.00			4	00
				18	10
5,500	Oregon State Hybrid Kinnikinnick				
	(10,000 RATE) 27 p.t. C		21	1,155	00
	Total			1173	10

37 flats @ 60 = 2220 5/8/67

5 flats @ 60 = 300 4/4
49 flats @ 49

Total Ordered

RECEIVED
JUL 27 1967
OREGON
STATE HIGHWAY COMMISSION

7H 736 Rediform

INVOICE

RECEIVED
1967
FOR THE...

RICH NORTHWEST NURSERIES, INC.

Route 1, Box 330 • Hillsboro, Oregon 97123 • (503) 645-1821

SAMUEL J. RICH, President
HENRY C. HOUSER, Vice-President
ROBERT E. RICH, Secy-Treas.

I-5-6 (61) 302
6927

July 27, 1967

Oregon State Highway Dept.
State Highway Dept. Building
Salem, Oregon

Gentlemen:

This is to certify that no shrubs or vines from Sunny Slope Nursery, Route 2, Box 180, Silverton, Ore. were supplied to E. P. Baltz and Son Job #6927, East Marquam Bridge Roadside Improvement Project or for any other job for E.P. Baltz and Son.

Thanking you, we are

Very truly yours,

RICH NORTHWEST NURSERIES, INC.

Samuel J. Rich
Samuel J. Rich

cc: Sunny Slope Nursery
Route 2, Box 180
Silverton, Ore.
Baltz& Son

NOTED
FLOYD QUERY

Copy to Astrup

RECEIVED
JUL 31 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUL 21 1967

UNITED STATES GOVERNMENT

Memorandum

I-5-6(61)302
698

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 19, 1967

In reply refer to: 08-35-DB/439

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-6(61)302
East Marquam Interchange Unit
East Bank Freeway, Pacific Highway
Roadside Improvement
Inspection-in-Depth No. 35-67-EID(25)9

Attached is an inspection-in-depth report on Landscape Planting procedures. This is part of a Statewide inspection-in-depth series.

The field personnel should be commended on the high quality of workmanship obtained on this project as well as the complete nature of the notes and records maintained for accountability thereof.

Enclosure
Report

NOTED
F. B. KLABOE

copies to
Morgan - att: as stamped
Young
7-25-67

JUL 25 1967
STATE Highway

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

35-67-EID(25)9

FORM PR-33D (REV. 10-68) cc:OSHD(Klaboe)
Adm Mgr
File 439
Region (3 cys)
Wash DC thru Region

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Multnomah	I-5-6(61)302

DATE OF INSPECTION	PHASE(S) INSPECTED
6-21-67	Landscape Planting

INSPECTION MADE BY
C. T. Christianson, Area Engr
H. A. Schell, Area Engr
W. N. Bayant, Asst Area Engr
J. J. Hamernik, Asst Reg Landscape Arch

IN COMPANY WITH
James Don, Res Engr, OSHD
Don Shuler, Landscape Engr, OSHD
A. D. Benedict, Asst Metro Engr, OSHD
A. J. Ames, Landscape Inspector, OSHD

REPORT PREPARED BY
C. T. Christianson, Area Engr

PROJECT INCLUDES
☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☒ OTHER *(Specify)* Roadside Improvement

CONTRACTOR *(Name and address)*
Baltz & Son Co.
Portland, Oregon

CONTRACT AMOUNT
$ 127,750.62

PROJECT STATUS (% comp.)
95%

LOCATION
East Marquam Interchange Unit - Eastbank Freeway
Bank of Willamette River in downtown Portland

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

part of a Statewide Inspection-in-Depth on Landscape Planting procedures.

EAST MARQUAM INTERCHANGE UNIT - EAST BANK FREEWAY SECTION, PACIFIC HIGHWAY
Roadside Improvement

SUMMARY OF FINDINGS

It was the opinion of inspection team members that the plant spacing was too close together for future plant growth and expansion. It appears that this spacing was designed for a quick effect, based on the community demands.

Field inspection of the project indicated that a great deal of care had been exercised in the actual planting operation resulting in a very neat-appearing project, with a low percentage of loss. This is substantiated by adequate field records maintained for accountability in support of payment of contract items. Project documentation is substantially in accordance with recognized State procedures and contained adequate information in support of progress payments. It was noted that all field notes were signed and ated indicating proper validation.

(more)

RECOMMENDATIONS

The Resident Engineer on this project has suggested a system of numbering of planting areas on the construction plans to facilitate inspection and record-keeping procedures. This suggestion is considered to have a great deal of merit on projects of this complexity and it is recommended that consideration be given to this procedure on future projects of this type.

Due to the minor nature of the deficiencies found with respect to construction on this project no follow-up action is considered necessary.

DETAILED REPORT OF INSPECTION

The initial planting had been completed at the time of this inspection and the establishment period had just begun. The project was in extremely good condition and was not in need of significant maintenance at this time.

Field and office review of this project indicated that all materials were in substantial conformance with approved plans and specifications. This was further evidenced by the Resident Engineer's file on materials containing substantiating laboratory test reports and manufacturer's certifications.

Plant materials were in generally good condition and conformed to the dimensions and size indicated on the plans. No out-of-State plants were utilized in this project and all plants were nursery-grown with the exception of the Sword Fern which was gathered in accordance with allowance made by the special provisions.

It was noted that all trees and shrubs were located substantially in accordance with plans; however, the spacing was considered to be too close. Division office files indicate that the P.S. & E. documents were approved by Public Roads, with special consideration given to plant spacing. The close spacing was considered necessary for a fast effect due to the location and usage of this area.

The special provisions for this project indicate that the third paragraph of Article 752-3.6 of the Standard Specifications has been modified to require two stakes in support of all trees regardless of height. In reviewing the special provisions and the Standard Specifications, it is noted that the second paragraph of Article 752-3.6 requires deciduous trees of 12' and greater in height and evergreen trees of over 4' shall be guyed with three cables immediately after planting. It is assumed that the intent of the special provisions was to modify the second paragraph in regard to guying and no

(more)

recommendation is made pertinent thereto. This matter should be reviewed, however, for possible clarification on future projects.

Inspection and interview of project personnel indicated that reasonable precautions have been taken during unloading, transporting, and planting of all plant materials, and that plants were rejected, as required, during the unloading and transporting operation immediately prior to planting.

Some plant loss had been noted below the fill slopes due to a condition believed to be souring of the soil due to chemical action or excessive moisture. Soil samples have been taken and submitted for laboratory testing in an attempt to determine the cause of the noted plant losses.

The Resident Engineer has suggested that defined areas on the plans be numbered with respect to planting areas in order to facilitate inspection and accountability details. This method is utilized by most contractors in field layout of the work in order that each area may be referred to as a planting area number, rather than by street, ramp, or other definitive boundaries. This suggestion appears to have a great deal of merit on projects in urban areas where the planting is extensive and several areas are to be constructed. Consideration should be given to a system similar to that suggested by the Resident Engineer.

Project records were reviewed and found to be properly validated and compiled in an acceptable manner according to established State procedures. The notes were easy to review and appeared to be complete in detail. The Resident Engineer was advised that perhaps more detail could be recorded with regard to mulch items and lump sum contract items in order to clarify final records for audit purposes.

It was noted that the Resident Engineer has eliminated approximately one-half of the proposed bamboo plants in the vicinity of the SE. Belmont Street off ramp over SE. Water Street. He should be commended for his efforts in eliminating a potential rape and mugging area along the ground-level walkway of this location.

Inspection-in-depth guidelines and workpapers are on file with the Division office copy of this report.

RECEIVED
JUL 19 1967

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 17, 1967

SUBJECT:

6927

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

1796

Through: Mr. F. D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

Mr. Gordon Brooks, Bureau of Public Roads, called this morning and asked that all copies of their memo dated July 6, transmitting copies of Inspection-in-depth Report on the landscaping of the East Marquam Interchange Unit, Oregon I-5-6(61)302, be returned to their office.

This communication was referred to Mr. Morgan for reply under Pink Slip No. 1796. Their request has been complied with and pink slip and assignment slip are returned.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

NOTED
VICTOR D. WOLFE

RECEIVED
JUL 18 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM FR-111 (11-66)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 6, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engr Coordinator

SUBJECT: Oregon I-5-6(61)302
East Marquam Interchange Unit
East Bank Freeway, Pacific Highway
Roadside Improvement
Inspection-in-Depth No. 35-67-EID(25)9

Attached is an inspection-in-depth report on Landscape Planting procedures. This is part of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with the plant spacings on future projects as mentioned in this report.

The field personnel should be commended on the high quality of workmanship obtained on this project as well as the complete nature of the notes and records maintained for accountability thereof.

Enclosure
Report

NOTED
F. B. KLABOE

orig Morgan
Wicks - RD

cc Young
7-12-67

Routing

Morgan	Pass
Docker	Morelock
Bond	Trout
Barboe	Scott
Walker	Will
Glenn	Litchfield
Swan	Olson

RECEIVED
JUL 10 1967
RECEIVED OF
STATE HIGHWAY ENGINEER
JUL 12 1967
CONSTRUCTION
DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Original retd to BPC by Estroup

STATE COPY

FORM PR-33D (REV. 10-66) cc: OSHD(Labo... Region (3 cy) Wash DC through Region

U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
		National	I-5-6(61)302

DATE OF INSPECTION: [illegible] PHASE(S) INSPECTED: Landscape planting

INSPECTION MADE BY

C. T. Christiansen, Area Engineer
L. A. Scholl, Area Engineer
... E. Bryant, Asst Area Engineer
... J. Nemerith, Asst Regional Landscape Architect

COMPANY WITH

James Don, Resident Engineer, OSHD
Don Shuler, Landscape Engineer, OSHD
A. D. Benedict, Asst Metropolitan Engr, OSHD
A. J. Ames, Landscape Inspector, OSHD

REPORT PREPARED BY

~~C. T. Christiansen, Area Engineer~~ Office Engineer

PROJECT INCLUDES

☐ GRADING AND DRAINAGE ☐ BASE ☐ PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) X ~~Roadside Improvement~~

CONTRACT AMOUNT: $

PROJECT STATUS (% comp.): 95%

CONTRACTOR (Name and address)

Baltz & Son Co.
Portland, Oregon

LOCATION

East Marquam Interchange Unit - Eastbank Freeway
Bank of Willamette River in downtown Portland

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

part of a Statewide Inspection-in-Depth on Landscape Planting procedures

EAST MARQUAM INTERCHANGE UNIT - EAST BANK FREEWAY SECTION, PACIFIC HIGHWAY
Roadside Improvement

SUMMARY OF FINDINGS

A vast majority of plants placed in this project were too close together to allow future expansion and growing. It is anticipated that within 2 years many plants will require grubbing, removal, and respacing - resulting in a high loss of plant material.

Field inspection of the project indicated that a great deal of care had been exercised in the actual planting operation resulting in a very neat appearing project, with a low percentage of loss. This is substantiated by adequate field records maintained for accountability in support of payment of contract items. Project documentation is substantially in accordance with recognized State

(more)

EDITION OF (8-64) IS USABLE

Original retd to B.P.R. by Gestrup

procedures and contained adequate information in support of progress payments. It was noted that all field notes were signed and dated indicating proper validation.

RECOMMENDATIONS

The previously noted plant spacing is not considered to be a construction problem but rather it is considered to be a design deficiency. It is strongly recommended that all future projects be designed with a more realistic plant spacing and it is further recommended that Public Roads approval of P.S. & E. documents be made with this practice in mind. The spacing, as observed on this project, is such that nearly one-half of the installed plants will require removal in order to allow normal growth of the remaining species. Proper spacing of these plants in accordance with accepted practice for long-range landscaping would have resulted in a highly satisfactory project at a much lower cost.

The Resident Engineer on this project has suggested a system of numbering of planting areas on the construction plans to facilitate inspection and record-keeping procedures. This suggestion is considered to have a great deal of merit on projects of this complexity and it is recommended that consideration be given to this procedure on future projects of this type.

Due to the minor nature of the deficiencies found with respect to construction on this project no follow-up action is considered necessary other than more attention being given to future P.S. & E. documents with respect to plant spacing.

DETAILED REPORT OF INSPECTION

The initial planting had been completed at the time of this inspection and the establishment period had just begun. The project was in extremely good condition and was not in need of significant maintenance at this time.

Field and office review of this project indicated that all materials were in substantial conformance with approved plans and specifications. This was further evidenced by the Resident Engineer's file on materials containing substantiating laboratory test reports and manufacturer's certifications.

Plant materials were in generally good condition and conformed to the dimensions and size indicated on the plans. No out-of-State plants were utilized in this project and all plants were nursery-grown with the exception of the Sword Fern which was gathered in accordance with allowance made by the special provisions.

(more)

It was noted that all trees and shrubs were located substantially in accordance with plans, however, the spacing was considered to be much too close. With the spacing observed on this project, extensive thinning will be required within a period of approximately 2 years if normal plant growth is experienced. It is recommended that future projects of this type be designed with the utilization of a more realistic plant spacing.

The special provisions for this project indicate that the third paragraph of Article 752-3.6 of the Standard Specifications have been modified to require two stakes in support of all trees regardless of height. In reviewing the special provisions and the Standard Specifications, it is noted that the second paragraph of Article 752-3.6 requires deciduous trees of 12' and greater in height and evergreen trees of over 4' shall be guyed with three cables immediately after planting. It is assumed that the intent of the special provisions was to modify the second paragraph in regard to guying and no recommendation is made pertinent thereto. This matter should be reviewed, however, for possible clarification on future projects.

Inspection and interview of project personnel indicated that reasonable precautions have been taken during unloading, transporting, and planting of all plant materials, and that plants were rejected, as required, during the unloading and transporting operation immediately prior to planting.

Some plant loss had been noted below the fill slopes due to a condition believed to be souring of the soil due to chemical action or excessive moisture. Soil samples have been taken and submitted for laboratory testing in an attempt to determine the cause of the noted plant losses.

The Resident Engineer has suggested that defined areas on the plans be numbered with respect to planting areas in order to facilitate inspection and accountability details. This method is utilized by most contractors in field layout of the work in order that each area may be referred to as a planting area number, rather than by street, ramp, or other definitive boundaries. This suggestion appears to have a great deal of merit on projects in urban areas where the planting is extensive and several areas are to be constructed. Consideration should be given to a system similar to that suggested by the Resident Engineer.

Project records were reviewed and found to be properly validated and compiled in an acceptable manner according to established State procedures. The notes were easy to review and appeared

(more)

to be complete in detail. The Resident Engineer was advised that perhaps more detail could be recorded with regard to mulch items and Lump sum contract items in order to clarify final records for audit purposes.

It was noted that the Resident Engineer has eliminated approximately one half of the proposed bamboo plants in the vicinity of the SE Belmont St. off ramp over SE Water St. He should be commended for his efforts in eliminating a potential rape and mugging area along the ground level walkway of this location.

Inspection-in-depth guidelines and workpapers are on file with the Division office cipy of this report.

RECEIVED
APR 14 1967

I-5-6(61)302
6927

April 13, 1967

Mr. A. W. Parsons
Divisions Engineer
Dept. of Transportation
Federal Highway Administration
477 Cottage St., N.E.
Salem, Oregon 97301

Dear Sir:

Herewith for your consideration and approval are copies of Order for Extra Work No. 2, covering removing broken concrete from planting bed right of Station "C" 433 to 437 on the East Marquam Interchange Unit, Eastbank Freeway Section of the Pacific Highway in Multnomah County, Contract No. 6927 in connection with Federal-Aid Project Number I-5-6(61)302.

This work is necessary to remove undesirable material from the planting area and to level it up. The topsoil needed to accomplish this work will be paid at contract bid price for topsoil.

This work was tentatively recommended for approval by the BPR Assistant Area Engineer and the Field was authorized to proceed April 4, 1967, as an emergency measure. Your approval as of that date is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

CWT:vr

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10-80		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 # 6927	10-21-66	Multnomah
		PROJECT NO. I-5-6(61)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.E. Pine St. - S. E. Main St. Section (E. Marquam Interchange Unit).

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-66	0.00
OTHER (Specify)		

FUNDS Fro Rate 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 136,124	$ 125,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. Kloboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund (Division Engineer)
Administrative Manager

Date executed by Division Engineer OCT 21 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(61)302

S.E. PINE ST.-S.E. MAIN ST. SECTION (E. MARQUAM INTERCHANGE UNIT)

OF THE PACIFIC HWY. IN MULTNOMAH COUNTY

Project Agreement Estimate.

September 23, 1966, Salem, Oregon

Type Code Y005
Roadside Improvement (Sta. 410+75 to Sta. 436+70) (Contract No. 6927)

Clearing and Grubbing	All Required (90%)		$ 3,150.00
Trench Excavation	70 cu.yds.	$ 2.75	192.50
Furnishing and Placing Topsoil	4,800 cu.yds.	2.45	11,760.00
Class "A" Concrete in Retaining Walls	30 cu.yds.	93.50	2,805.00
Reinforcement in Retaining Walls	2,020 lbs.	0.17	343.40
Pedestrian Handrail	76 lin.ft.	22.95	1,744.20
8-inch Metal Drain Pipe	34 lin.ft.	3.25	110.50
Concrete Inlets, Type P	1 only	165.00	165.00
Concrete Electric Box Wall	1 only	192.50	192.50
Concrete Curbs	4 cu.yds.	82.50	330.00
Concrete Walk and Gutter	420 sq.yd.	6.00	2,520.00
A.C. Concrete Surfacing	550 sq.yd.	4.50	2,475.00
Furnishing and Planting Trees, Deciduous	270 only	10.25	2,767.50
Furnishing and Planting Trees, Conifer	940 only	6.00	5,640.00
Furnishing and Planting Broadleaf Evergreen Shrubs	3,810 only	4.65	17,716.50
Furnishing and Planting Deciduous Shrubs	230 only	2.00	460.00
Furnishing and Planting Rhododendrons, Azaleas and Heather	2,800 only	5.75	16,100.00
Furnishing and Planting Vines, Group 1	43,830 only	0.38	16,655.40
Furnishing and Planting Vines, Group 2	610 only	1.40	854.00
Furnishing and Planting Ferns	120 only	2.50	300.00
Inorganic Fertilizer, 10-16-8	46 cwt.	7.45	342.70
Inorganic Fertilizer, 16-20-0	4 cwt.	7.65	30.60
Organic Fertilizer. 5-3-2	56 cwt.	7.35	411.60
Rhododendron Fertilizer, 8-10-6	7 cwt.	11.50	80.50
Manure Fertilizer	600 cu.yd.	7.00	4,200.00
Peat Moss	2,800 cu.yd.	0.90	2,520.00
Bark Mulch	6 acres	840.00	5,040.00
1/2-inch Water Pipe	4,600 lin.ft.	0.43	1,978.00
3/4-inch Water Pipe	5,600 lin.ft.	0.50	2,800.00
1-inch Water Pipe	5,200 lin.ft.	0.52	2,704.00
1½-inch Water Pipe	3,660 lin.ft.	0.64	2,342.40

1½-inch Water Pipe	1,140 lin.ft.	$ 0.70	$ 798.00
2-inch Water Pipe	560 lin.ft.	0.88	492.80
2½-inch Water Pipe	3,120 lin.ft.	1.15	3,588.00
3-inch Water Pipe	450 lin.ft.	1.40	630.00
½-inch Steel Water Pipe	2,900 lin.ft.	0.40	1,160.00
2½-inch Steel Water Pipe	34 lin.ft.	7.26	246.84
3-inch Steel Water Pipe	34 lin.ft.	8.00	272.00
1-inch Gate Valves	1 only	15.80	15.80
2½-inch Gate Valves	4 only	52.72	210.88
1-inch Manual Section Valves	9 only	16.50	148.50
1½-inch Manual Section Valves	2 only	19.65	39.30
1½-inch Manual Section Valves	23 only	23.00	529.00
2-inch Manual Sectinn Valves	28 only	28.40	795.20
½-inch Manual Drain Valves	70 only	8.00	560.00
3/4-inch Quick Coupling Hose Valves	7 only	5.00	35.00
Shrubbery Sprinkler Heads	1,400 only	1.63	2,282.00
			$120,534.62
Flagging (57½$ of Contractor's Cost)	All Required		$ 100.00
Water Meters (Purchase)	All Required		444.94
Installing Water Meters (City of Portland)	All Required		670.00
Water (Establishment Period)	All Required		2,000.00
			$ 3,214.94
Subtotal			$123,749.56
10% Engr. & Cont.			12,374.44
Total			$136,124.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Federal Funds - $125,500.00

State Funds - 10,624.00
$136,124.00

State Funds for Const.: Chap. 175, laws 1917; Chap. 31, laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, laws 1939.

EAST MARQUAM INTERCHANGE UNIT

I-5-6(61)302

State Work

Clearing and Grubbing	All Required (10%)		$ 350.00
A.C. Concrete Surfacing	680 sq.yds.	$ 4.50	3,060.00
Sidewalk Benches	22 only	170.00	3,740.00
Removing and Resetting Shrubs	33 only	2.00	66.00
			$7,216.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-6(61)302

S. E. PINE ST. - S. E. MAIN ST. SECTION (E. MARQUAM INTERCHANGE UNIT)

OF THE PACIFIC HWY. IN MULTNOMAH COUNTY

Revised P.S. & E. Estimate

Salem, Oregon, August 23, 1966

Type Code Y005
Roadside Improvement (Sta. 410+75 to Sta. 436+70)

Clearing and Grubbing	All Required (90%)			$ 1,800.00
Trench Excavation	70	cu.yd.	$ 5.00	350.00
Furnishing and Placing Topsoil	4,800	cu.yd.	4.00	19,200.00
Class "A" Concrete in Retaining Walls	30	cu.yd.	85.00	2,550.00
Reinforcement in Retaining Walls	2,020	lb.	0.20	404.00
Pedestrian Handrail	76	lin.ft.	15.00	1,140.00
8-inch Metal Drain Pipe	34	lin.ft.	3.00	102.00
Concrete Inlets, Type "P"	1	only	150.00	150.00
Concrete Electric Box Well	1	only	100.00	100.00
Concrete Curbs	4	cu.yd.	60.00	240.00
Concrete Walk and Gutter	420	sq.yd.	4.50	1,890.00
A.C. Concrete Surfacing	550	sq.yd.	2.00	1,100.00
Furnishing and Planting Trees, Deciduous	270	only	8.00	2,160.00
Furnishing and Planting Trees, Conifer	940	only	12.00	11,280.00
Furnishing and Planting Broadleaf Evergreen Shrubs	3,810	only	5.00	19,050.00
Furnishing and Planting Rhodos, Azaleas and Heather	2,800	only	10.00	28,000.00
Furnishing and Planting Deciduous Shrubs	230	only	3.00	690.00
Furnishing and Planting Vines, Group 1	43,830	only	0.60	26,298.00
Furnishing and Planting Vines, Group 2	610	only	1.50	915.00
Furnishing and Planting Ferns	120	only	2.00	240.00
Inorganic Fertilizer, 10-16-8	46	cwt.	8.00	368.00
Inorganic Fertilizer, 16-20-0	4	cwt.	8.00	32.00
Organic Fertilizer, 5-3-2	56	cwt.	8.00	448.00
Rhododendron Fertilizer, 8-10-8	7	cwt.	15.00	105.00
Manure Fertilizer	600	cu.yd.	7.00	4,200.00
Peat Moss	2,800	cu.yd.	0.50	1,400.00
Bark Mulch	6	acre	1,000.00	6,000.00
1/2-inch Water Pipe	4,600	lin.ft.	0.40	1,840.00
3/4-inch Water Pipe	5,600	lin.ft.	0.65	3,640.00
1-inch Water Pipe	5,200	lin.ft.	0.70	3,640.00
1 1/4-inch Water Pipe	3,660	lin.ft.	0.75	2,745.00

1 1/2-inch Water Pipe	1,140 lin.ft.	$ 0.85	$ 969.00
2-inch Water Pipe	560 lin.ft.	1.10	616.00
2 1/2-inch Water Pipe	3,120 lin.ft.	1.40	4,368.00
3-inch Water Pipe	450 lin.ft.	2.00	900.00
1/2-inch Steel Water Pipe	2,900 lin.ft.	0.50	1,450.00
2 1/2-inch Steel Water Pipe	34 lin.ft.	2.00	68.00
3-inch Steel Water Pipe	34 lin.ft.	3.00	102.00
1-inch Gate Valve	1 only	20.00	20.00
2 1/2-inch Gate Valve	4 only	80.00	320.00
1-inch Manual Section Valves	9 only	20.00	180.00
1 1/4-inch Manual Section Valves	2 only	25.00	50.00
1 1/2-inch Manual Section Valves	23 only	30.00	690.00
2-inch Manula Section Valves	28 only	40.00	1,120.00
1/2-inch Manual Drain Valves	70 only	10.00	700.00
3/4-inch Quick-Coupling Hose Valves	7 only	10.00	70.00
Shrubbery Sprinkler Heads	1,400 only	3.00	4,200.00
			$157,900.00
Flagging (57½% of Contractor's Cost)	All Required		$ 100.00
Water Meters (Purchase)	All Required		450.00
Installing Water Meters (City of Portland)	All Required		700.00
Water (Establishment Period)	All Required		2,000.00
			$ 3,250.00
		Subtotal	$161,150.00
		10% Engr. & Cont.	16,115.00
		Total	$177,265.00

Length of Project . . . . . 0.00 mile

Federal	$163,500.00
State	13,765.00
	$177,265.00

EAST MARQUAM INTERCHANGE UNIT

I-5-6(61)302

State Work

Clearing and Grubbing	All Required (10%)		$ 200.00
A.C. Concrete Surfacing	680 sq.yd.	$ 2.00	1,360.00
Sidewalk Benches	22 only	300.00	6,600.00
Removing and Resetting Shrubs	33 only	2.00	66.00
			$8,226.00

Oregon State Highway Department

Federal Aid
Project No. I-5-6(61)302

S.E. PINE ST.-S.E. MAIN ST. SECTION

(E. MARQUAM INTERCHANGE UNIT)

OF THE PACIFIC HWY. IN MULTNOMAH COUNTY

P.S.& E. Estimate Salem, Oregon, August 2, 1966

Type Code Y005
Roadside Improvement (Sta. 410+75 to Sta. 436+70)

Clearing and Grubbing	All Required		$ 2,000.00
Trench Excavation	70 cu.yd.	$ 5.00	350.00
Furnishing and Placing Topsoil	4,800 cu.yd.	4.00	19,200.00
Class "A" Concrete in Retaining Walls	30 cu.yd.	85.00	2,550.00
Reinforcement in Retaining Walls	2,020 lb.	.20	404.00
Pedestrian Handrail	76 lin.ft.	15.00	1,140.00
8-inch Metal Drain Pipe	34 lin.ft.	3.00	102.00
Concrete Inlets, Type "P"	1 only	150.00	150.00
Concrete Electric Box Well	1 only	100.00	100.00
Concrete Curbs	4 cu.yd.	60.00	240.00
Concrete Walk and Gutter	420 sq.yd.	4.50	1,890.00
A.C. Concrete Surfacing	1,230 sq.yd.	2.00	2,460.00
Furnishing and Planting Trees, Deciduous	270 only	8.00	2,160.00
Furnishing and Planting Trees, Conifer	940 only	12.00	11,280.00
Furnishing and Planting Broadleaf Evergreen Shrubs	3,810 only	5.00	19,050.00
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Furnishing and Planting Rhododendrons, Azaleas and Heather	2,800 only	10.00	28,000.00
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Inorganic Fertilizer, 16-20-0	4 cwt	8.00	32.00
Organic Fertilizer, 5-3-2	56 cwt	8.00	448.00
Rhododendron Fertilizer, 8-10-8	7 cwt	15.00	105.00
Manure Fertilizer	600 cu.yd.	7.00	4,200.00
Peat Moss	2,800 cu.yd.	.50	1,400.00
Bark Mulch	6 acre	1,000.00	6,000.00
½-inch Water Pipe	4,600 lin.ft.	.40	1,840.00
3/4-inch Water Pipe	5,600 lin.ft.	.65	3,640.00
1-inch Water Pipe	5,200 lin.ft.	.70	3,640.00
1¼-inch Water Pipe	3,660 lin.ft.	.75	2,745.00
1½-inch Water Pipe	1,140 lin.ft.	.85	969.00
2-inch Water Pipe	560 lin.ft.	1.10	616.00
2½-inch Water Pipe	3,120 lin.ft.	1.40	4,368.00
3-inch Water Pipe	450 lin.ft.	2.00	900.00
½-inch Steel Water Pipe	2,900 lin.ft.	.50	1,450.00

2½-inch Steel Water Pipe	34 lin.ft.	$ 2.00	$ 68.00
3-inch Steel Water Pipe	34 lin.ft.	3.00	102.00
1-inch Gate Valve	1 only	20.00	20.00
2½-inch Gate Valve	4 only	80.00	320.00
1-inch Manual Section Valves	9 only	20.00	180.00
1¼-inch Manual Section Valves	2 only	25.00	50.00
1½-inch Manual Section Valves	23 only	30.00	690.00
2-inch Manual Section Valves	28 only	40.00	1,120.00
½-inch Manual Drain Valves	70 only	10.00	700.00
3/4-inch Quick-Coupling Hose Valves	7 only	10.00	70.00
Shrubbery Sprinkler Heads	1,400 only	3.00	4,200.00
			$159,526.00
Flagging (57½% of contractor's cost)	All Required		100.00
Water Meters (Purchase)	All Required		450.00
Installing Water Meters (City of Portland)	All Required		700.00
Water (Establishment Period)	All Required		2,000.00
			3,250.00
	Subtotal		$162,776.00
	10% Engr. & Cont.		16,277.00
	Total		$179,053.00

Length of Project - - 0.00 mile

Federal - - -

EAST MARQUAM INTERCHANGE UNIT

I-5-6(61)302

State Work

Sidewalk Benches	22 only	$300.00	$6,600.00

RECEIVED
OCT 7 - 1966

FOR FILING I-5-6(61)-302

Form CD-121 (1-66) (Pres. by A.O. 206-10)

6927

UNITED STATES GOVERNMENT

Memorandum

Klabon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-6(61)302
SE. Pine - SE. Main Street Section
East Marquam Interchange Unit

You are authorized to proceed with the purchase and installation of water meters as requested in Mr. Young's September 23 letter and as shown on the Project Agreement estimate of the same date.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
10-7-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 5 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

I-5-6 (41)
6927

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

October 4, 1966

Baltz & Son Company
9017 E. Burnside
Portland, Oregon 97216

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6927 for roadside improvement on the East Marquam Interchange Unit, East Bank Freeway Section of the Pacific Highway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United Pacific Insurance Co.
Portland Branch Office

United Pacific Insurance Co.
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
SEP 20 1966
For File

FORM CD-121 (9-22-59)
(PRES. BY A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

Weber

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-5-6(61)302
6927

TO : Mr. Forrest Cooper, State Highway Engineer DATE: September 15, 1966
Salem, Oregon

08-35-EC

FROM : A. W. Parsons, Division Engineer By: T. Dec
Salem, Oregon Engineering Coordinator

SUBJECT: Oregon Project I-5-6(61)302
East Marquam Interchange Section
Roadside Improvement

As requested in Mr. Young's letter of September 9, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of September 6, 1966 in the award of contract No. 6927 to Baltz and Son Co., of Portland, Oregon, low bidder in the amount of $127,750.62 at the September 1, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
9-19-66

RECEIVED
SEP 12 1966
FOR FILING

September 9, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 2, 1966 is requested in the award of contract for the East Marquam Interch. Section, Project No. I-5-6(1)302.

The contractor receiving the award is Balts and Son Co. of Portland in the amount of $147,750.62 with the Contract No. 6927 assigned. This bid was received on September 1, 1966 and awarded September 6, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:bb

RECEIVED
AUG 22 1966
FOR FILING

I-5-6(61) 392

Form CD-121 (11-63) (Pres. by [illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO: 4727 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-6(61)302
Eastbank Freeway Section
Roadside Improvement

REFERRED TO
[signature]
By Asst. State Hwy. Engr.
8-19-66

P.S. & E. documents for the subject project have been reviewed and are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

The plans indicate several items which have either been previously completed or are beyond the scope of the Federal-aid Interstate program. Participation is limited to the extent outlined below:

1. There will be no participation in the removal or construction of asphaltic concrete walks.

2. No participation in the construction of benches.

3. No participation in the resetting of shrubs.

4. Contrary to our August 5, 1963 memorandum for participation in automatic sprinkling systems (Project I-5-6(45)302) we will participate completely in the system proposed because of the extensive planting and multiple use of the esplanade.

On Article 754-2.5A of your supplemental standards a specification is described for Moisture Control Regulators. Because of the apparent difficulty in obtaining a competitive compatible sensor with different controller we would not approve a product unless sufficient justification can be furnished to insure full compatability.

Our authorization is with the understanding that all necessary right of way and control of access rights have been acquired with no utility adjustments involved as indicated in Mr. Moehring's and Mr. Litchfield's July 27 and August 5, 1966 reports.

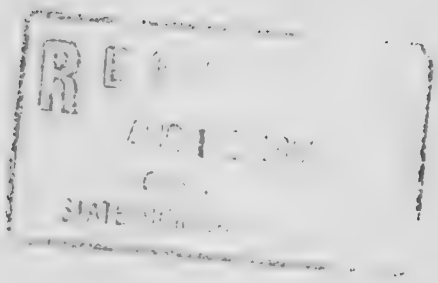
You are authorized to proceed with contractor's flagging included in your estimate for $100.00. Your further action will be necessary on the other contingency items included in your estimate.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's August 9, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto as being in the public interest.

Attachment



S-515(2) Mill Cr. Br. on Harmony Rd. 1966
FAS 907
#6928

CAA 3009

OREGON STATE HIGHWAY DEPARTMENT

FORM A-180 (3-64)

...GHWAY DEPARTMENT INVOICE

NO. 94154

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-11-68	CC 1106		527-1071-097

Contract 6928
L-515 (2)

Polk County
Courthouse
Dallas, Oregon 97338

RECEIVED
FEB 15 1968
ENGINEER
COUNTY & CITY DIVISION

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Board of Commissioners			
Final Billing: Mill Creek (Harmony Road) Bridge, FAS 907.	Covered by agreement dated 11-2[illegible]		
County advance deposit		[illegible],980.00	
Less amount previously transferred		10,980.00	
			10,000.00
County share of construction cost		[illegible],945.77	
Less amount previously transferred		12,980.00	
			7,945.77
Amount due the County			2,054.23

ACKNOWLEDGED

NOTED
H. S. COX

NOTED
RICHARD UNREIN

NOTED
P. J. Ahrens[illegible]

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (5-64)

HIGHWAY DEPARTMENT INVOICE

NO. 93674

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
1-4-68	CC 1096		507-1076-207

Polk County
Courthouse
Dallas, Oregon 97338

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			22,950.00
Partial transfer of advance deposit for Mill Creek Bridge on Harmony Road, FAS 907. Covered by agreement dated November 24, 1967.			12,950.00
To be retained			10,000.00

RECEIVED
JAN 4 1968
ENGINEER
COUNTY & CITY DIVISION

ACKNOWLEDGMENT OF THIS REQUEST

By ...

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

S-5151(2)

C

FORM S-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: CORVALLIS		WEEK ENDING: July 29th. 1967
		SECTION PREFIX: 2- 0901
HIGHWAY: CORVALLIS - NEWPORT		COUNTY: BENTON
NAME OF JOB: CORVALLIS SECTION	KIND OF WORK: ROADSIDE IMPROVEMENT	
CONTRACTOR: OOSTERWYK NURSERIES INCORPORATED	CONTRACT NUMBER: 6828	FEDERAL AID PROJECT NUMBER: LSF 22(1)
DATE OF CONTRACT: MAY 11th. 1966	DATE WORK STARTED: July 22nd. 1966	ESTIMATED COMPLETION DATE: August 15th 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 200	WORK DAYS USED / CALENDAR DAYS USED: 422
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 211
PROJECT AUTHORIZATION: $ 126,072.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 96
EXCLUSIVE OF ENGINEERING: $ 117,106.88	ENGINEERING AUTHORIZATION: $ 8,965.13	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 115,072.00	ENGINEERING COST TO DATE: $ 11,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT: OVERRUN / UNDERRUN . . . . . 0 %	PERCENT OF AUTHORIZATION . . . . . 128 %	DATE PROJECT WAS COMPLETED: 4-28-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Planting	Irrigation
90	99	99	99			90	98

	GRADING	SURFACING	MAINTENANCE MATERIALS	[redacted]	[redacted]
MILES IN PROJECT	0.63				
MILES PARTIALLY COMPLETED	0.63				
MILES COMPLETED	0.63				
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,000 CY				
TOTAL QUANTITIES CORRECTED TO DATE	15,600 CY				
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	15,600 CY				
AVERAGE DAILY QUANTITIES	0				
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	Time overrun				
NUMBER OF SHIFTS PER DAY	0				
HOURS PER SHIFT	0				

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair			

Routing

Morgan
Decker
Bond
Barbue
Walker
Glenn
Swan

Scott
Wills
Litchfield
Olson

RECEIVED
JUL 31 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No work
MONDAY	No work
TUESDAY	No work
WEDNESDAY	No work
THURSDAY	No work
FRIDAY	No work Mr. George Johnson of landscape section went over the plumbing and sprinkling installation.
SATURDAY	No work

REMARKS

Some watering has been done during the late evening periods some times during the week, however it has never been done at a time when any of the engineering crew have witnessed the operation.

Mr. Oosterwyk called this office by telephone Thursday July 27th. 1967 in reqpose to a letter written by Resident Engineer July 17th. 1967 requesting that he be present any week day July 24 to 28 to go over the work with representatives of the Division and Bureau of Public Roads so that he might personnaly qualify to them why he considered his contract complete. He has agreed to such a meeting Tuesday August 1st. 1967 and Mr. Mark Astrup, Landscape Engineer has been notified; also Mr. John Girvin of the Bureau of Public Roads was notified. Mr. Astrup and Mr. Girvin are agreeable to this arrangement.

SIGNED [signature] LOCATION CORVALLIS, OREGON

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 22 1967
FOR FILING
C-215(3)
6928

June 20, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6928 awarded to Ross Bros. Construction Inc., for construction of the Mill Creek Bridge on FAS 707 in Polk County was completed on April 28, 1967, and accepted by the Highway Commission on June 19, 1967.

Final payment in the amount of $2,780.60 will be released to the contractor after June 27, 1967. The total contract amount is $97,143.58 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cnery, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm

cc Ross Bros. Constr. Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Rourland Insurance Agency
1980 Fairgrounds Road
Salem, Oregon 97303
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 20 1967
FOR FILING
5-515 (2)
6928

June 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 28, 1967, on Contract No. 6928. The contract was with Ross Brothers Construction, Inc., and was for construction of the Mill Creek Bridge on FAS 907 in Polk County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 19, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klabee
Victor D. Wolfe
Ivan Merchant
C.H. Maison
L. H. Young
R. D. Asburry

srb jw

RECEIVED
MAY 9 - 1967
FOR FILING

file 1

Polk County Board of Commissioners

County Court House
DALLAS, OREGON 97338

Telephone 623-8171
Extension 44

H. B. HILDEBRAND
Chairman
CLIFFORD JONES
Commissioner
CLINTON FORBES
Commissioner

6928

May 3, 1967

Oregon State Highway
Commission
Salem, Oregon

Attention Mr. Ray Asburry

Gentlemen:

Inspection has been made of FAS Contract #6928, Mill Creek Bridge #10032A, on Harmony Road.

We find the workmanship excellent and acceptable in all respects.

Very truly yours,
BOARD OF COMMISSIONERS

H B Hildebrand

H. B. Hildebrand, Chairman

Clifford R Jones

Clifford R. Jones, Commissioner

Clinton D Forbes

Clinton D. Forbes, Commissioner

mc

NOTED
FLOYD QUERY

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10-37	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO.	10-4-66	COUNTY: Polk
4 #6928		PROJECT NO.: S-515(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Mill Creek Bridge on County FAS Route 907.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-66	0.042
OTHER (Specify)		

FUNDS

I.C Rate 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 112,396	$ 71,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By A. W. Parsons
(Division Engineer)

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer OCT 4 1966

Oregon State Highway Department

Federal Aid
Project No. S-515(2)

MILL CREEK BRIDGE ON COUNTY

FAS ROUTE 907 IN POLK COUNTY

Project agreement estimate.

Salem, Oregon, September 22, 1966

Type Code K021
Mill Creek Bridge (#10032A)(Sta. 77+45 to Sta. 79+70)(Contract No. 6928)

Shoring, Cribbing, etc.	All Required		$ 6,000.00
Structural Excavation	700 cu.yd.	$ 6.00	4,200.00
Structural Excavation Below Elevation Shown	70 cu.yd.	6.00	420.00
Furnish 10 BP 42 Steel Piling	415 lin.ft.	4.60	1,909.00
Drive Steel Piles	13 only	100.00	1,300.00
Splice Steel Piles	4 only	40.00	160.00
Class "A" Concrete (725 cu.yds.)	All Required		58,720.00
Reinforcement (203,000 lbs.)	All Required		26,390.00
8-inch Metal Drain Pipe, Type "A" Coating	40 lin.ft.	5.00	200.00
Loose Riprap	360 cu.yd.	8.00	2,880.00
	Subtotal		$102,179.00
	10% Engr. & Cont.		10,217.00
	Total		$112,396.00

Length of Structure - - - - - - - - - - - 0.042 Mile

Federal Funds - - - - - - - - - - -

NOTED
H. S. COX

Salem, Oregon
September 9, 1966

Mill Creek Bridge
Polk County, FAS 907

Mr. L. H. Young

B U I L D I N G

NOTED
P. R. Arensmeier

Polk County's check for $1,400 has been received which with previous checks totaling $22,980 completes the required amount of the required advance deposit for the subject project. The contract is now clear for award.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mr
xxx.
cc: Ivan Marchant

NOTED
RICHARD UNREIN

NOTED
V. R JONES

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

NOTED
H. S. COX

Polk
FAS 907

September 2, 1966

Polk County Court
Courthouse
Dallas, Oregon

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

Gentlemen:

On September 1, 1966, a satisfactory bid was received from Ross Brothers Construction Company, Inc., of Salem for constructing the Mill Creek Bridge Section of FAS 907. As per the agreement between State and County, the following advance deposit is required from the county prior to awarding of a contract.

Bid Items	$102,179.00
12-1/2% Engineering & Contingencies	12,772.38
Estimated Total Cost.....	$114,951.38

County Advance Deposit:

20% of $114,951.38 =	$22,990.28
Less prior deposit	-21,580.00
Balance due.....	$ 1,410.28 or say $1,400.00

Please make this advance deposit in the amount of $1,400 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

NOTED
V. R.

HR:mm

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Salem, Oregon
August 12, 1966

FAS-C Advance Deposit
Mill Creek Bridge
FAS 907, Harvey Road
Polk County-Project S-515(2)

Mr. C. H. Hudson
Controller

OFFICE

Herewith Polk County's warrant No. 9052 in the amount of $ 1,500.00 to cover balance of advance deposit required covering subject project.

An advance payment of $ 20,000 was received and forwarded to you on July 20, 1966 and the two of these checks cover the County's required 20% of estimated total cost.

The project is scheduled for bid letting on September 1, 1966 as Item No. 15 and is estimated to cost $ 107,900.00.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

[redacted]
Att.

cc: F. B. Klaboe
L. H. Young
I. D. Marchant

NOTED
DON HARWELL

Polk Co.
FAS 861
ER154(2)

NOTED
H. S. COX

July 20, 1966
Salem, Oregon

County FAS advance deposits
Benton & Polk Counties

NOTED
P. B. Aronsmeier

Mr. C. H. Maison
Controller
o f f i c e

Attention: John C. Herr

Advance deposit checks in the amount of $20,000 from Polk County and $10,200 from Benton County have been received and forwarded to you.

Benton County's check of $10,200 is the remaining amount due on a total advance deposit of $12,500 required for the Bonner Mt. Slide Section on FAS 864, ER 12b(2). The County previously deposited $2,300 in May in order to award the contract.

Polk County's check of $20,000 is an advance deposit on the Mill Creek Bridge Section, FAS 907. This project is scheduled for the September 1 bid letting at an estimated amount of $100,000 and the county chose to deposit its check in anticipation of this amount and in spite of the fact of being informed that this procedure is against our policy. If you wish the check returned to Polk County for safe keeping until they are notified that it is needed after bids are received on September 1 please advise.

Polk Co

NOTED
R. H. PRANGE

Robert H. Prange, Field Engineer
County and City Division

NOTED
HAROLD
REYNOLDSON

RHP:mr
Att.

cc: F. B. Klaboe
L. H. Young

NOTED
R. H. PRANGE

NOTED
DON HARWELL

RECEIVED
NOV 7 - 1966
FOR FILING

S-515(2)
6728

Bid Sept 1

September 9, 1966

Ross Bros. Construction Co. Inc.
359 Apple Blossom Avenue N.
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for construction of the Mill Creek Bridge on FAS 907 in Polk County for the sum of $102,179.00 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions had been fulfilled.

These conditions are satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6928. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The Calendar day count on this contract will begin September 21, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jh
Enc. (3)
cc Pacific Bldr & Engr, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oreg.
Frank Morgan
L. M. Young
I. D. Merchant
C. D. Matthis (SIAC)
R. D. Asburry
Don Beecroft

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AUG 19 1966
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MISC. CONTRACTS and
AGREEMENTS No. 3009

S-515(2)
6928

August 19, 1966

Polk County Court
Courthouse
Dallas, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Finance-Construction Agreement covering the Mill Creek Bridge on Harmony Road, FAS 907, in Polk County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

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AUG 16 1966
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S-515(2)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1966

6428

SUBJECT: FAS-C Advance Deposit
Mill Creek Bridge
FAS 907, Harmony Road
Polk County-Project S-515(2)

To:
Mr. C. H. Maison
Controller

OFFICE

Herewith Polk County's warrent No. 9852 in the amount of $ 1,580.00 to cover balance of advance deposit required covering subject project.

An advance payment of $ 20,000 was received and forwarded to you on July 20, 1966 and the two of these checks cover the County's required 20% of estimated total cost.

The project is scheduled for bid letting on September 1, 1966 as item No. 15 and is estimated to cost $ 107,900.00.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DMH:mr
Att.

cc: F. B. Klaboe
L. H. Young
I. D. Merchant

NOTED
F. B. KLABOE

RECEIVED
AUG 1
OFFICE OF
STATE HIGHWAY ENGINEER

COUNTY OF POLK

COUNTY COURT

POLK COUNTY COURT HOUSE
DALLAS, OREGON 97338

C. M. BARNHART
Judge

ALLEN A. DUNN
Commissioner

H. B. HILDEBRAND
Commissioner

Telephone 623-8171
Extension 44

August 4, 1966

Oregon State Highway Commission
Salem, Oregon

Attention: City-County Division

Gentlemen:

This is to certify that right of way for Mill Creek Bridge and section of Harmony Road F.A.S. ~~66~~ 907 in Polk County, has been obtained both by deed purchase and one parcel under condemnation.

Very truly yours,

POLK COUNTY COURT

C. M. Barnhart

C. M. Barnhart, Judge

Allen A. Dunn

Allen A. Dunn, Commissioner

H B Hildebrand

H. B. Hildebrand, Commissioner

RECEIVED
AUG 8 - 1966
ENGINEER
COUNTY & CITY DIVISION

Copy to R/W Div.
8-9-66 V.J.

NOTED
V.R JONES
NOTED
DON HARWELL

MONTHLY TRANSACTION NO. 8-22

DATE SUBMITTED TO W. O. AUG 4 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21-

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION *(45 typewriter spaces)* 21	65	ADT	PRESENT	FUTURE (66)(70)	YEAR (71)(7
	1	Co. Rd. 1.5 mi. N. Jct. FA 47			400	680	86

CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28	62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH Y (74)(7
	One Concrete Bridge							8-3	

CARD 1	CLASS OF FEDERAL FUNDS	COUNTY NAME	
	Secondary		
	NAME OF URBAN AREA 17-31	ROUTE NO. S	FEDERAL-AID 907

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI *(Full description)*	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	ESTIMATED PROJECT COS FEDERAL FUNDS
	1	(14-18)	[16]	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
	5					PE		Co. Rd. 1.5 mi. N. of Jct. FA 47 at Buell. (Mill Creek Bridge) Polk			
	5					ROW					
	5	30	N (32)		3	CONST (CODE) X021 (Safety)	3		0.042	100,000	60,000
								PROJECT TOTALS	0.042	100,000	60,000

8-4-66

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

AUG 4 1966

B.P.R. OREGON DIVISION

This project q
hazard created by sharp
narrow bridge, HC 19', a
dents. Project listed

For 907, Polk Co

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	400	680	86	08	Oregon	35	022	957

AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only: POST MI.	DESIG.
			B-3		S -	515 (2)			

COUNTY NAME: Polk ✓ CODE: 053

ROUTE NO. S | FEDERAL-AID: 907 ✓ | STATE: Co. Rd. | U.S.

PROGRAM STAGE: [ ] 1 OR [X] 2

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					One Concrete Bridge, Length 225', H.C. 28'
					ROW - 60' min; Access Control-None Parking Restrictions- None
.042	100,000	60,000	20,000	20,000 (Co.)	
.042	100,000	60,000	20,000	20,000 (Co.)	

ESTIMATED PROJECT COST BY PHASES

RECEIVED
AUG 4 - 1966
ENGINEER
COUNTY & CITY DIVISION

REMARKS Relocation Assistance - None involved.

This project qualifies as a Safety Improvement based on the traffic hazard created by sharp horizontal curves at both ends of the structure and the narrow bridge, HC 19', as determined by engineering judgement and recent accidents. Project listed on page 12 of 12 Polk Co. Line 4 of May, 1966 Inventory

USCOMM-DUSCOMM-DC 48905-P61

MILL CREEK BRIDGE Polk

PROJECT NO. S-515(2)

Existing Facilities

An obsolete steel through truss bridge (1-18 foot, 1-16 foot pile trestle, 1-62 foot steel through truss, 1-19 foot, 1-21 foot pile trestle) 136 feet with 19.5 foot roadway. Existing roadway has 18 feet oil mat with 4 foot shoulders.

Adjacent Sections

North End - 18 foot oil mat with 4 foot shoulders
South End - 18 foot oil mat with 4 foot shoulders

Project Data

Construct on new alignment, a new reinforced concrete box girder bridge 225 feet long and a 28 foot roadway. County will construct road connections and approaches with 20 foot oil mat surface and 4 foot shoulders and remove old bridge. Existing road and bridge will be used as a detour during construction.

Right-of-Way - Minimum width of 60 feet
Access Control - none
RR Xing - none
Minimum Design Standards - no exceptions
System Action - none
Public Hearing - none required
Unusual or Complicated Situations - none

Route Data

General farming area, rolling land and river bottom land. Commercial gravel plant at Buell, school bus and mail route. Inter-county connecting route between Willamina-Salem Highway (FAP 47) and Willamina-Sheridan Highway (FAS 106)

See project S-515(1)

STATE COPY

RECEIVED AUG 9 - 1966

FCF S-515(2)

FORM PR-48 (REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: Aug. 4, 1966

BY (Signature): Mr. Young's July 27, 1966 letter.

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

STAGE 1 ITEM NOS. ____ THRU ____				STAGE 2 ITEM NOS. 956 THRU 959			FEDERAL FUNDS
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	
HPS							
RWY-HWY							
HIGHWAY				4	0.402	$ 472,000	$ 283,200.00
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				4	0.402	$ 472,000	$ 283,200.00

REMARKS

Item	Project	
956	SU-441(6)	SPRR Oiling, Pelt Line Road
957*	S-515(2)	Mill Cr. Bridge
958	S-554(1)	Umatilla River (Westland) Bridge
959	S-553(1)	Gales Creek (Balm Grove) Bridge Sec.

*Safety Project.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS (Use additional sheets if required)

It is noted that the approaches to Item 958 structure will be constructed by the county. We understand the hazardous conditions that exist on the westerly approach have been discussed and reduction of these hazards was one of the primary concerns in the design of the new approach.
Your diligence in considering the safety of the traveling public is commended.

APPROVED

DATE: 8/4/66

SIGNATURE: [signature] NOTED

TITLE: A. W. Parsons, Division Engineer

EXCEPTIONS AND REMARKS (Use additional sheets if required)

You are authorized to proceed with railroad work on Item 956 and utility work on Item 959 as denoted.
Receipt of the Public Hearing transcript and certification on Item 956 is necessary prior to execution of project agreement.
You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan.
If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

ltr to Young 8-9-66

USCOMM-DC 41180-P62

JUL 25 1966 11

Polk Co.
FAS 907

July 22, 1966
(date)

NOTED
H. S. COX

NOTED
P. B. Arensmeier

Polk County Court
Courthouse
Dallas, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 907

Section Mill Creek Bridge Section: Structure (FAS-C)

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

7-26-66
(date)

By C M Barnhart

By Allen A Dunn
Commissioner

By H B Hollibaugh
Commissioner

RECEIVED
JUL 29 1966
ENGINEER
COUNTY & CITY DIVISION

Copy to L H Young
attention D Rhodes

MEMO TO R. N. CHASE Date July ~~15~~ 22, 1966

FAS 907, POLK COUNTY: Mill Creek Bridge SECTION

TERMINI: Approximately 1.5 miles north of Buell

PROPOSED WORK: Structure

PROJECT LENGTH: 0.026 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$100,000	$60,000	$20,000	$20,000	

EXISTING FACILITIES: An obsolete ~~steel~~ steel through truss bridge (1-18 foot, 1-16 foot pile trestle, 1-62 foot ~~steel~~ steel through truss, and 1-19 foot, 1-21 foot pile trestle) 136 feet with 19.5 foot roadway. Existing roadway has 18 feet oil mat with 4 foot shoulders.

ADJACENT SECTIONS:
NORTH/~~EAST~~ END: 18 foot oil mat with 4 foot shoulders

SOUTH/~~WEST~~ END: 18 foot oil mat with 4 foot shoulders

PROJECT DATA: Construct a new re-enforced concrete box girder bridge 225 feet long and a 28 foot roadway. County will construct road connections and approaches with 20 feet oil mat surface and 4 foot shoulders and remove old bridge. Existing road and bridge will be used as a detour during construction.

RIGHT-OF-WAY: ~~Minimum~~ Minimum width of 60 feet
ACCESS CONTROL: none

RR XING: ~~none~~
MINIMUM DESIGN STANDARDS: no exceptions

SYSTEM ACTION none
PUBLIC HEARING: none required

UNUSUAL OR COMPLICATED SITUATIONS: none

ROUTE DATA: ~~General~~ General farming area, rolling land and river bottom land, Commercial gravel ~~plant~~ plant at Buell, school bus and mail route. Inter county connecting route between Willamina Salem Highway (FAS 47) and Willamina-Sheridan Highway (FAS 106)

See project S-515(1)

Present ADT 400
Future ADT 680

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
[illegible] HARWELL

RECEIVED
Jul 2 21966

FOR FILING
S-615 (2)
6424

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

July 20, 1966

Salem, Oregon

SUBJECT: County FAS advance deposits
Benton & Polk Counties

To: Mr. C. H. Maison
Controller
o f f i c e

Attention: John G. Herr

Advance deposit checks in the amount of $20,000 from Polk County and $10,200 from Benton County have been received and forwarded to you.

Benton County's check of $10,200 is the remaining amount due on a total advance deposit of $12,500 required for the Bonner Mt. Slide Section on FAS 864, ER 124(2). The County previously deposited $2,300 in May in order to award the contract.

Polk County's check of $20,000 is an advance deposit on the Mill Creek Bridge Section, FAS 907. This project is scheduled for the September 1 bid letting at an estimated amount of $100,000 and the county chose to deposit its check in anticipation of this amount and in spite of the fact of being informed that this procedure is against our policy. If you wish the check returned to Polk County for safe keeping until they are notified that it is needed after bids are received on September 1 please advise.

Robert H. Prange

Robert H. Prange, Field Engineer
County and City Division

RHP:nr
Att.

cc: F. B. Klaboe
L. H. Young

OFF.
STATE HIGHWAY

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section MILL CREEK BRIDGE Highway F. A. S. 907 County POLK Prefix 527-1418

Res. Engr. _____ Approx. Length _____ Miles. Sta. _____ to Sta. _____ Date 4-25-66

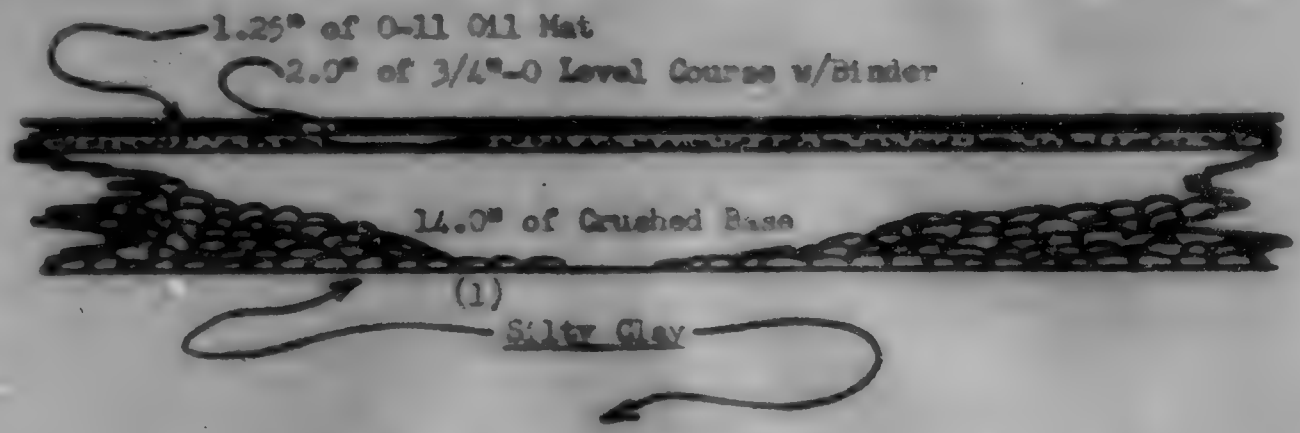
Truck A.D.T. 2.5 Traffic Coefficient 5.2 18 kip s.a. per day 2.0.

Annual Precipitation 49"± (at Dallas) Frost Penetration _____.

(1)
Typical Soil
45 LL
11 PI
98 %P 10
83 %P200
2 %Gravel
2 %C Sand
13 %F Sand
42 %Silt
41 %Clay
4 "R" Value
(Dxxxxxxxx)

AASHO CLASSIFICATION:
A-7-6 (9)

MATERIAL SOURCES:
County or
Commercial Sources



1.0" Oil Mat = 1.1" Crushed Base
1.0" Stone Subbase = 0.8" Crushed Base

CBE Total Req.	Credit	Actual Thick.
	1.1	1.25
	2.0	2.0
	14.0	14.0
17.5	17.1	17.25

FOR FILING

BEARING MAY 2, 19[illegible]

5-5-66

NOTED
F. B. KLABOE

RECEIVED
MAY 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County-City (2)

Submitted by [signature] Staff Assistant

Recommended by [signature] Engineer of Materials

Recommended by [signature] Construction Engineer

Approved by [signature] Asst. State Highway Engineer

SECTION: MILL CREEK BRIDGE

HIGHWAY: F. A. S. 907

COUNTY: POLK

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 400 (Total)

B. Future ADT 680 (Total)

C. Mean ADT 540 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 1.0 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 0.5 x (C) 540 = 2.7

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 2.7 x (F) 100 % = 2.7

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 5.2

SECTION: MILL CREEK BRIDGE

HIGHWAY: F. A. S. 907

COUNTY: POLK

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Polk County requested an Oil Mat
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Polk County will construct approaches. Project Base Design provided to assure ample subgrade width.

Commissioners
Tallant Greenough, Coquille
Chairman
Joseph W. Smith, Klamath Falls
Vice-Chairman
John P. Amacher, Winchester
J. Pat Metke, Bend
Wayne E. Phillips, Baker

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

S-2112

6928

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

CONSTRUCTION DIVISION

JAN 12 1965

January 11, 1965

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the prospectuses enclosed with your letter of December 8, 1964, and have the following to offer:

Coast Highway-Indian Creek Section, FAS 258, Jerry Flat Road, Curry County. Free passage for anadromous fish will be needed at any crossing of Indian Creek. Otherwise, the plan is approved.

Mill Creek Bridge, Harmony Road Section, Harmony Road, FAS 907, Polk County. This plan is approved, however, precautions should be taken against excessive silt loads during construction. Anadromous species use this area for spawning and rearing.

We appreciate the opportunity to present our views on these projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski
R. O. Koski
Chief of Liberations

ROK:dm

cc: Director, OFC
Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)

RECEIVED
DEC 30 1964
FOR REVIEW

COMMISSIONERS:
HERMAN D. MEIERJURGEN, CHAIRMAN, BEAVERTON
JOHN S. HUTTSCHMIDT, PORTLAND
LEONARD M. HALL, CHARLESTON

S-515(2)

67

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

December 21, 1964

CONSTRUCTION DIVISION
RECEIVED
DEC 28 1964
NOTED.. ☐ ☐ ☐ ☐ ☐
CE ACE ACE CUE

Mr. Forrest Cooper
Oregon Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following titled highway prospectuses transmitted to us by letter dated December 8, 1964 have been reviewed:

Mill Creek Bridge, Harmony Road Section, Harmony Road, FAS 907, Polk County.

Coast Highway-Indian Creek Section, FAS 258, Jerry Flat Road, Curry County.

Mill Creek supports a substantial run of coho salmon and most of the spawning area is between the mouth and the above-named bridge. The FAS 258 operation will be in an area utilized by various species of important food and game fish.

Prevention of excessive siltation as well as pollution by foreign materials in the above streams is essential for protection of the fishery resource. Your attention to these factors during planning and construction phases is essential.

We appreciate your effort in providing us with information on these projects.

Sincerely,

William D. Clothier

WILLIAM D. CLOTHIER, ASSISTANT
STATE FISHERIES DIRECTOR

Copies to:
L. P. Shaw
L. H. Young
Frank Hall
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)

cc R. Koski, Oregon Game Commission

RECEIVED
DEC 16 1964
FOR FILING

S-515(2)
642X

12-8-64

Prefix: 527-1418

LOCATION PROSPECTUS
MILL CREEK BRIDGE, HARMONY ROAD SECTION
HARMONY ROAD, FAS 907
POLK COUNTY

NOTED
R. L PORTER

HIGHWAY: Harmony County Road, Federal-aid Secondary No. 907.

TERMINI: The bridge site is 1.5 miles northerly of Buell.

NARRATIVE: This is a location survey to be accomplished by Polk County for the replacement of an existing structure on new alignment. Reconnaissance is not necessary. An economic analysis is not needed. This is an FAS-C project to be constructed with 1966 funds.

CHARACTERISTICS: Existing ADT 400; projected ADT 600.

TYPICAL SECTION: Two 10-foot travel lanes with 4-foot shoulders. The bridge approaches will be constructed by County forces.

BRIDGE: The proposed bridge will have a horizontal clearance of 26 feet with no sidewalks. The present structure will be used for a detour during construction and will be removed by Polk County after the new structure is completed.

ACCESS: County road with no control of access.

BASE: Tentative design for construction is:

Wearing Surface	1-1/4" 0-11
Top Course Base	2 " Leveling
Bottom Course Base	10-1/2"
Total Depth	13-3/4"

MATERIALS: County or local commercial sources.

ADDITIONAL FACILITIES: None.

AGREEMENTS: Routine FAS-C negotiations.

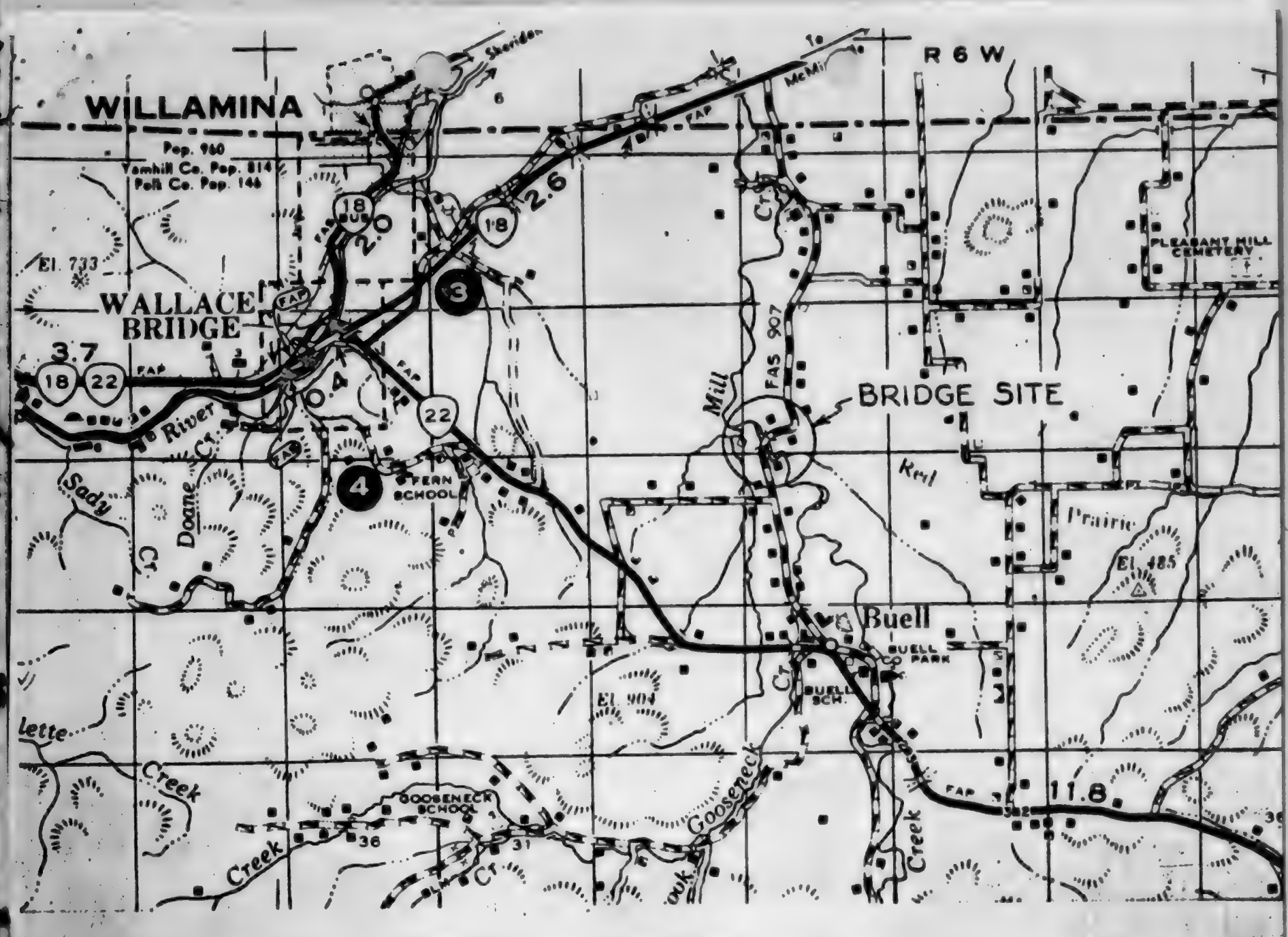
PARKS: None affected.

NOTED
FORREST COOPER

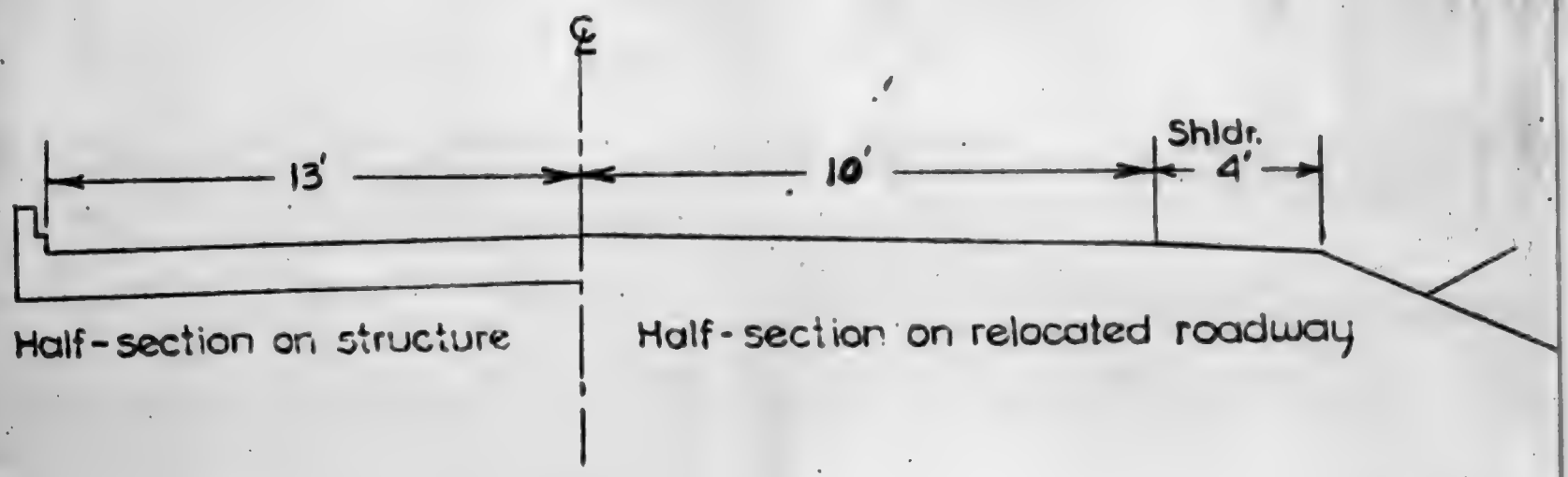
December 8, 1964
Attachment

cc: A. W. Parsons (3)
Forrest Cooper
L. P. Shaw
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hun ter
Val Johnson
Ivan Merchant (3)
A. D. Olson
James Owens
Carl Plog
Phil Preston (2)
Research Division
R. L. Schroeder
O. C. Turner
W. T. Wright (3)
F. W. Yarbrough (2)
L. H. Young

RECEIVED
[illegible] 1964
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION



PROSPECTUS MAP

Mill Creek Bridge, Harmony Road Section
Harmony Road, FAS 907
Polk County

POLK COUNTY
PROPOSED PROJECT

FAS 907, Harmony Road, Mill Creek Bridge, $55,000.

Under this project, the new bridge will be constructed on improved alignment. The County will make the survey of the new line and also provide the vicinity map of the proposed bridge site. The County will also construct the road connections and remove the old bridge. The existing road and bridge will be used for a detour during the construction period.

PROPOSED BRIDGE
FAS - 907
POLK COUNTY
WILLAMINA
YAMHILL
COUNTY
R 7 W
R 6 W
R 5 W
FAS 907
FAP 42
FAP 201
WALLACE BRIDGE
Fort Hill
Gold Creek
Buell
BALLSTON
Tucker
BROADMEAD
Byerley Cor.
PERRYDALE
McCoy
Crescent Hill
Finne Cor.
Bethel
Holmes Gap
Holmes Hill
Walkers Cor.
Smithfield
Crowley
Salt Creek
Dolph Cor.
Folk Sta.
Baskett
SOUTHERN PACIFIC
10.3
Dorn Peak
MILL CREEK RIDGE
SIUSLAW
NATIONAL FOREST
Laurel Mtn.
Ellendale
FirVilla
DALLAS
RICKREALL
Derry
Gerlinger
Thielsen
Oakdale
Socialist Valley
Black Rock
FALLS CITY
Gilliams
Carey
Human
Bridgeport
Fern Cor.
MONMOUTH
INDEPENDENCE
Cupids Knoll
Fishback Hill
Stapleton
Burna Cor.
10.2
Monmouth Peak
RIVER
Lewisville
Maple Grove
Mitchell
Helmick
Parker
Tartar
PEDEE
Seekay
Orient
Clow Cor.
V. & S. Jct.
Wigrich Jct.
Nesmith
5.6
2.4
4.0
4.4
0.2

RECEIVED
OCT 12 1964
ENGINEER
COUNTY & CITY DIVISION

NOTED
R. H. PRANGE

NOTED
DON HARWELI

BRIDGE PROJECT REQUESTED BY Polk COUNTY Date 10-9-64

Is this to be a County project? ___Yes X No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Harmony

   FAS Number 907

2. Name of river or stream Mill Creek

3. Name of bridge Mill Creek

4. Location (Please attach map with location marked):

   Section 21 Township 6 S Range 6 W W.M.

5. Desired width of bridge 26.

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes X No

    If "Yes," explain type desired: _____

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes X No

13. Will County run survey and furnish vicinity map? See Remarks ___Yes ___No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? __Yes __No

16. Can road be closed during construction? __Yes X No

17. Will detour be required? __Yes X No

Old road and structure will serve as detour

18. Will detour be constructed and maintained by County? __Yes __No

19. Will detour be constructed and maintained by contractor? __Yes __No

20. Will County construct approaches or connections? X Yes __No

21. Will contractor construct approaches or connections under contract? __Yes X No

22. State width of traveled roadway: 28 Width of shoulders: 4

23. Will additional right-of-way be required? X Yes __No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed X, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? __Yes X No

26. Will old bridge remain in place? X Yes __No Temporarily

27. Will old bridge be removed by contractor? __Yes X No

28. Will old bridge be removed by County? X Yes __No

29. Does County wish old bridge salvaged for future use? __Yes X No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? __Yes __No

31. Does County wish State Highway Department to advertise and accept bids? X Yes __No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? __Yes X No

33. Does County wish complete job of illumination in project? __Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _Y_No Size_____

(b) Sanitary sewer mains: ___Yes _X_No Size_____

(c) Storm sewer: ___Yes ___No Size_____

(d) Gas mains: ___Yes _X_No Size_____

(e) Power lines: ___Yes _X_No

(f) Telephone lines: ___Yes ___No

(g) Other utilities? None

35. What is desired date for letting? early 1965 1966

Remarks Structure to be built on new Location
County will Make revised Location and
Furnish State Map and profile of new location

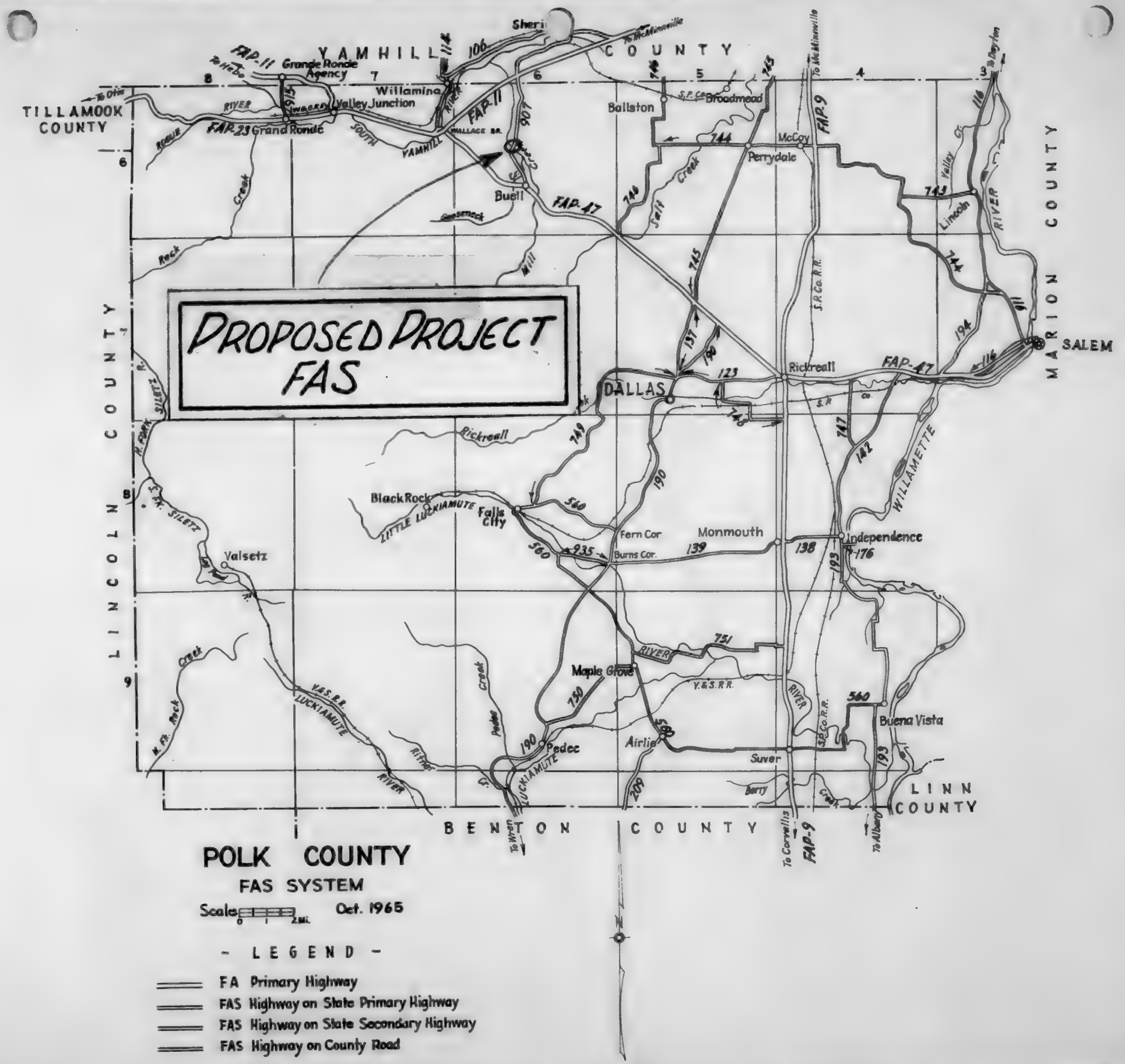
By C M Barnhart
County Judge

By C L Burbank
C. L. Burbank, County Commissioner

Note:
12-23-65; Ray Asburry at request of J.D. Walker will make out request for Survey Order and will make the survey and vicinity map.

RHP

Bridge has bad accident Record. 2 in Reviewn year.



POLK COUNTY

FAS SYSTEM

Scale 0 1 2 MI. Oct. 1965

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road

S-554(1) Umatilla R. (Westland) Br. 1966
on Westland Rd., FAS 911)

#6929

RECEIVED
JUN 15 1967
FOR FILING
S-554 (1)
6929

June 14, 1967

The Fidelity & Casualty Company
of New York
San Francisco Branch Office
160 Pine Street
San Francisco, California 94111

Gentlemen:

Contract No. 6929 awarded to Rogers Construction Company for construction of the Umatilla River (Westland) Bridge on FAS 911 in Umatilla County was completed on March 3, 1967, and accepted by the Highway Commission on June 12, 1967.

Final payment in the amount of $5,464.48 will be released to the contractor after June 21, 1967. The total contract amount is $109,527.73 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rogers Construction Company
11760 N.E. Glisan Street
Portland, Oregon 97220

Pallett, Fisher & Carlo, Inc.
1001 U. S. National Bank Building
Portland, Oregon 97204
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 14 1967
FOR FILING
S-554 (1)
6929

June 12, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 3, 1967, on Contract No. 6929. The contract was with Rogers Construction Company and was for construction of the Umatilla River (Westland) Bridge on FAS 911 in Umatilla County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 12, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
A. F. Parson

srb jw

RECEIVED
MAY 26 1967
FOR FILING

Fred W. Hill, Member
Helix

6927

May 25, 1967

Mrs. E. R. Larsen
4937 S. W. Corbett Street
Portland, Oregon 97201

Dear Mrs. Larsen:

I have your May 19 letter concerning the landscaping project on the east side of the Willamette River in Portland.

This project is still under construction by an experienced landscape contractor. All plants which die or do not recover from transplant shock will be replaced in the fall since it is the responsibility of the contractor until October 15 of this year to maintain the plantings and make replacement at his own expense. This must be done before the job is accepted by the Highway Commission.

While I have not inspected this project in detail recently, the Resident Engineer reports that the work is in normal condition. Several cedar trees show some browning, which is usual due to transplant shock, and some of the ground covers also show sign of transplant shock. As stated, according to the contract, any trees or shrubs which die must be replaced; however, shrubbery which is borderline is left until fall and if it has not recovered by then, it is replaced.

If there is anything further that you would like to know relative to this work, please let me know.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP ms jw
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

FORM E-80 50M 3-66 SP°6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 22, 1967

NOTED
R. L PORTER

SUBJECT:

To: Mr. R. L. Porter
Deputy State Highway Engineer

B U I L D I N G

Checked with Resident Engineer on the East Marquam Bridge project.

He reports that, as a whole, the project is in excellent condition, weeds have been kept down and no debris along roadway. A few cedar trees show some brown, leaves of Oregongrape are brown due to usual shock in moving but will recover, and some groundcovers are brown. One tree was dead and has been removed. According to contract, any tree or shrub which is considered dead shall be removed immediately by the contractor. Any tree or shrub which is on borderline shall be left until Fall as the tree or shrub is expected to recover.

Project is still under construction by a reliable contractor (Baltz & Co.) All plants which do not recover will be replaced in the Fall since it is responsibility of the contractor until October 15 of this year to maintain (water and weed) the plantings and make replacements at his own expense before job is accepted by the State.

E. A. Meola
Assistant Landscape Engineer

4937 S. W. Corbett St.
Portland, Oregon 97201
May 19, 1967.

Mr. Forrest Cooper,
State Highway Division,
Salem, Oregon.

Dear Sir:

Last Sunday afternoon, it being a beautiful day, a group of us decided to explore the east side of the Willamette River in downtown Portland; we had read in the Oregonian about the beautification program of that area and were very much interested.

We left the Morrison street bridge via the Water Street exit ramp, and parked our car on the street at the foot of the ramp and proceeded on foot on our tour of exploration. We stopped first to admire the beautiful wrought iron circular ramp which leads from the roadway up to the bridge. This is really a thing of beauty and provides an easy access up to the bridge.

We were enchanted with the lavishly landscaped area with its lovely rhododendrons, bamboo, azaleas, pine trees, and many other varieties of trees and shrubs. However, we were dismayed to see that many of these plants are dead, many more dying, due to lack of water. Under the bridges this was especially bad, as these plantings receive no rain at all and are dependent upon a sprinkling system for their very existence. Inasmuch as an extensive sprinkling system has been installed over the entire area, we were at a loss to understand the lack of water.

It is a very sad and discouraging thing to view the deterioration of a scene that evidences such careful planning and planting. The installation of this vast sprinkling system must have been very expensive and a great waste of the taxpayers money if it is not being put to use, to say nothing of the loss of all those beautiful shrubs and trees. We feel there is something wrong somewhere, and feel this situation should be brought to the attention of the proper authorities before the whole planting area is devastated. We walked along the entire area and found this situation to be true over the whole area. This is such a lovely place along the river, and it will be viewed and enjoyed by many people through the years.

I have brought this to the attention of The Oregonian and asked them to send someone down there to look the situation over immediately.

Yours very truly,

Mrs. E. R. Larsen

Mrs. E. R. Larsen

RECEIVED
MAY 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 21 1966
FOR FILING

S-554( )

6929

November 18, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 10, 1966, on Contract No. 6929, Umatilla River (Westland) Bridge Section, in Umatilla County, in connection with Federal-Aid Project No. S-554(1).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

YH:mf

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
10 - 14		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 # 6721		Umatilla
		PROJECT NO. S-554(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Umatilla River (Westland) Bridge, FAS 911

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-66	0.046
OTHER (Specify)		

FUNDS — Fed Rate 63.51%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$121,698.00	$ 77,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klaboe

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

By: A. W. PARSONS
(Division Engineer)
By: L. R. Backlund, Administrative Manager

Date executed by Division Engineer SEP 26 1966

Oregon State Highway Department

Federal-Aid
Project No. S-554(1)

UMATILLA RIVER (WESTLAND) BRIDGE

FAS 911, UMATILLA COUNTY

Project agreement estimate.

Salem, Oregon, September 16, 1966

Type Code X081
Westland Bridge (6417A) (Sta. 4+77.5 to Sta. 7+22.08)
(Contract No. 6929)

Remove Old Bridge	All Required		$ 1,000.00
Shoring, Cribbing, Etc.	All Required		2,500.00
Structural Excavation	140 cu.yd.	$ 10.00	1,400.00
Furnish 12BP53 Steel Piling	2,025 lin.ft.	7.00	14,175.00
Drive Steel Piles	37 only	30.00	1,110.00
Splice Steel Piles	9 only	30.00	270.00
Class A Concrete	All Required		47,560.00
75'/80' Type 4 Prestressed Beams	8 only	1,950.00	15,600.00
90'/95' Type 4 Prestressed Beams	4 only	2,400.00	9,600.00
Reinforcement	All Required		13,500.00
Metal Parapet Rail	490 lin.ft.	8.00	3,920.00
	Subtotal		$110,635.00
	10% Engr. & Cont.		11,063.00
	Total		$121,698.00

Length of Structure - - - - 0.046 miles

Federal Funds -	$ 77,000.00
State Funds -	22,349.00
County Funds -	22,349.00
	$121,698.00

State Funds for Const.: Chap.175, laws 1917; Chap. 31, laws 1920;
Chap.529, laws 1939.

State Funds for Maint.: Chap.529, laws 1939.

September 22, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

We are forwarding two copies of project agreement signed by a Highway official for each of the following Federal-Aid projects:

S-554(1) Umatilla River (Westland) Bridge
I-5-3(75)145 Cabin Creek N.B. Rest Area

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ak

FORM E-123X 30M 9-65
RECEIVED
AUG 30 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-514 (1)

4127

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 26, 1966

Hon. D. R. Cook
Umatilla County Judge
Courthouse
Pendleton, Oregon

Dear Judge:

We wish to inform you that the Oregon State Highway Commission took favorable action on the matter of financing of the Umatilla River (Westland) Bridge, FAS 911, out of the regular County's allotment of Federal Aid funds.

This means the County agrees to the transfer to the State Secondary Highway fund a portion of the Federal funds allotted to your County equal to State's extra contribution of approximately 20% of the total cost of the project.

It is currently scheduled to receive bids on this project at the September 1, 1966 bid letting, and if satisfactory bids are received, the project will be clear for award.

Very truly yours,

Forrest Cooper
State Highway Engineer

By H. S. Cox by D.V. Harrold
H. S. Cox
County and City Engineer

DMM:mm

cc: Mr. Eugene Palmer, Roadmaster

bc: F. B. Klaboe
L. H. Young
C. H. Maison
A. F. Parson

RECEIVED
AUG 29 1966
STATE

RECEIVED
SEP 6 - 1966
FOR FILING
S-554 (1)
4929

August 26, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3078

Umatilla County Court
Courthouse
Pendleton, Oregon

Gentlemen:

We are enclosing for your records a fully executed copy of a Construction-Finance Agreement covering the Westland Bridge Section of FAS 911 in Umatilla County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
AUG 18 1966
FOR FILING
S-554 (1)
6929

August 17, 1966

Oregon State Highway Commission

Gentlemen:

Attached are tabulations describing a proposed revision in the financing of a County Federal-aid Secondary project in Umatilla County. The project was originally approved at the Highway Commission meeting on March 8, 1966. The total funds for the project are now estimated at $124,000.

The Umatilla County Court now finds itself unable to provide its share of the cost and requests the State to provide all of the required match money. This will amount to approximately 40 percent of the project cost. From its allotment of Federal funds, the County agrees to transfer to the Secondary Highway Fund an amount equal to the State's extra contribution of the total cost of the project.

I recommend that we assist the County in this matter and that the proposition have your approval. It will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
C. H. Maison
A. F. Parson

VRJ:nr RLP:ms fn

REVISED PROJECT
UMATILLA COUNTY (1967 Funds)

FAS 911, Westland County Road: Umatilla River (Westland) Bridge, $124,000.

The replacement of this obsolete steel truss bridge through the use of Federal Secondary funds was approved by the Highway Commission at the March 8, 1966 meeting. The funds as approved provided for 60% Federal, 20% State, and 20% County. The Umatilla County Court, due to various circumstances, now finds itself unable to provide its share of the cost and requests the State to provide all the required matching funds or approximately 40% of the cost of the project. From its allotment of Federal funds the County agrees to transfer to the State Secondary Highway fund an amount equal to the State's extra contribution or approximately 20% of the total cost of the project.

66-e (66-b revision)
8/8/66

STATE COPY

RECEIVED
AUG 9 - 1966

FOR

FORM PR-48
(REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: Oregon

DATE: Aug. 4, 1966

BY (Signature): Mr. Young's July 27, 1966 letter.

TITLE:

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

PROJECT CLASS	STAGE 1 ITEM NOS. ___ THRU ___ NO. OF ITEMS	STAGE 1 LENGTH (Miles)	STAGE 1 TOTAL EST. COST	STAGE 2 ITEM NOS. 956 THRU 959 NO. OF ITEMS	STAGE 2 LENGTH (Miles)	STAGE 2 TOTAL EST. COST	FEDERAL FUNDS
HPS							
RWY-HWY							
HIGHWAY				4	0.402	$ 472,000	$ 283,200.00
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				4	0.402	$ 472,000	$ 283,200.00

REMARKS

Item	Project	
956	SU-441(6)	SPRR Ctsing, Belt Line Road
957*	S-515(2)	Mill Cr. Bridge
958	S-554(1)	Umatilla River (Westland) Bridge
959	S-553(1)	Gales Creek (Balm Grove) Bridge Sec.

*Safety Project.

RECOMMENDED

DATE:

SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS (Use additional sheets if required)

It is noted that the approaches to Item 958 structure will be constructed by the county. We understand the hazardous conditions that exist on the westerly approach have been discussed and reduction of these hazards was one of the primary concerns in the design of the new approach.
Your diligence in considering the safety of the traveling public is commended.

APPROVED

DATE: 8/4/66

SIGNATURE: W. W. Parsons

NOTED
F. R. KISSOL

TITLE: A. W. Parsons, Division Engineer

EXCEPTIONS AND REMARKS (Use additional sheets if required)

You are authorized to proceed with railroad work on Item 956 and utility work on Item 959 as denoted.
Receipt of the Public Hearing transcript and certification on Item 956 is necessary prior to execution of project agreement.
You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan.
If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

ltr to Young 8-9-66

USCOMM-DC 41180-P62

RECEIVED
AUG 1 - 1966
FOR FILING

Salem, Oregon
August 1, 1966

Assignment No. FBK-923
Westland Bridge

Mr. F. B. Klaboe
Assistant State Highway Engineer

923

B u i l d i n g

Reference is made to Mr. Cox's letter of July 27, 1966, and your inquiry concerning same.

The matter has been discussed with the Bureau of Public Roads, and we can find no reason for this transaction to be considered irregular. The letter of the County Court does not set forth the full understanding, and this should be done before we go ahead with the job.

This type of financing should be used rather sparingly, however, or there will probably be regulations concocted to cover it.

I trust Mr. Cox's next report will reflect this transaction in the Federal-aid balance.

L. H. Young
Office Engineer

LHY:ia

cc: H. S. Cox
R. H. Chase

FORM E-30 50M 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1966

SUBJECT: Westland Bridge
FAS 911, Umatilla County

To: Mr. Fred Klaboe
O F F I C E

Attached please find copy of request letter from Umatilla County regarding financing of Westland Bridge, FAS 911. This bridge site is approximately 1 mile west of the westerly city limits of Hermiston and the structure is scheduled for bid September 1, 1966.

Fundamentally, the County request is to finance this structure with 80% Federal funds and 20% State funds. This would be accomplished by the County turning over to State, Federal funds in the amount of 20% of the structure cost and the State would then contribute the remaining 40% of the structure cost.

This is actually the first time this exact type of financing has been suggested although similar schemes have been utilized for some time. This idea has been checked out with the B.P.R. and their reply is that if it is not against the precepts of the Oregon State Secondary Road program, it is acceptable to them. The Secondary program does not mention anything of this nature. A copy of the Secondary program is attached for study.

Umatilla County is sitting on a big backlog of Federal funds and it is the thinking of this office that this scheme might help to jar some of this money loose.

Please advise as to your decision.

H. S. Cox
County and City Engineer

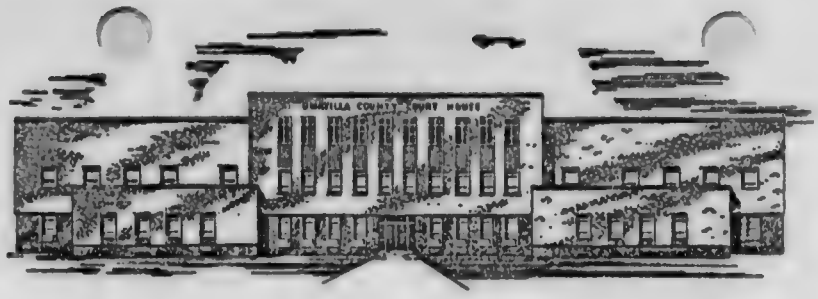
HSC:mm

Att.

RECEIVED
JUL 28 1966
OFFICE OF ENGINEERING

RECEIVED
JUL 2 [illegible]
OFFICE OF
STATE HIGHWAY ENGINEER

D. R. COOK, COUNTY JUDGE



COMMISSIONERS
~~XXXXXXXXXXXX~~
CECIL B. STANTON
Walter Holt

UMATILLA COUNTY COURT

COURTHOUSE
PENDLETON, OREGON

July 21, 1966

NOTED
H. S. COX

Mr. H. S. Cox
County & City Division
Oregon State Highway Department
Salem, Oregon 97310

Dear Sir:

Due to heavy flood damage of County Roads in Umatilla County in 1964 and 1965, the Umatilla County Court and Road Department are of the opinion that to finance and construct the proposed F.A.S. Bridge over the Umatilla River West of Hermiston in the usual participation procedure would place a heavy financial burden upon the County at this time.

We realize the importance of immediate construction of this bridge in order to handle traffic from and to Hermiston relative to the Westland Interchange on Interstate 80 North when completed.

Therefore the Court of Umatilla County respectfully requests that F.A.S. Funds now alloted and credited to Umatilla County be used to construct the subject bridge without County financial participation.

Very truly yours,

UMATILLA COUNTY COURT

D. R. Cook
County Judge

Cecil B. Stanton
County Commissioner

Walter B. Holt
County Commissioner

bp

RECEIVED
JUL 26 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

9-1120 Central Oregon Canal (rem.) 1906
Br. on the The Dalles-California
#6930 Hwy.

Call # 3211

RECEIVED
JUN 15 1967
FOR FILING
9-1120
693e

June 14, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6930 awarded to Mann Construction Company, Inc., for construction of the Central Oregon Canal (Bend) Bridge on The Dalles-California Highway in Deschutes County was completed on March 31, 1967, and accepted by the Highway Commission on June 13, 1967.

Final payment in the amount of $1,313.29 will be released to the contractor after June 21, 1967. The total contract amount is $48,433.51 including $5,440.37 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Mann Construction Company, Inc.
P.O. Box 595
Redmond, Oregon 97756

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 14 1967
FOR FILING
9-1120
693

June 13, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 31, 1967, on Contract No. 6939. The contract was with Mann Construction Company, Inc., and was for the Central Oregon Canal (Bend) Bridge on The Dalles-California Highway in Deschutes County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 13, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
J. F. Putnam

srb jw

FORM 8-1 REV 12-64

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Central Oregon Canal (Bend) Bridge		WEEK ENDING: 4-15-67
		SECTION PREFIX: 9-1120
HIGHWAY: The Dalles-California		COUNTY: Deschutes
NAME OF JOB: Central Oregon Canal (Bend) Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Mann Construction Co.	CONTRACT NUMBER: 6930	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 9-16-66	DATE WORK STARTED: 11-18-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 68,944.00	SPECIFIED COMPLETION DATE: 4-15-67	PERCENT OF TIME ELAPSED: 211/211 CD = 100%
EXCLUSIVE OF ENGINEERING: $ 64,037.00	ENGINEERING AUTHORIZATION $ 4,906.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 57,633.30	ENGINEERING COST TO DATE $ 4,429.81	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN . . . . . 10 %	PERCENT OF AUTHORIZATION . . . . . 90 %	DATE PROJECT WAS COMPLETED: 3-31-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 0					
HOURS PER SHIFT 0					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1134-A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 9	Ptly Cloudy			
MONDAY 10	Cloudy			
TUESDAY 11	Ptly Cloudy			
WEDNESDAY 12	Ptly Cloudy			
THURSDAY 13	Ptly Cloudy			
FRIDAY 14	Ptly Cloudy			
SATURDAY				

Routing
E
B
RECEIVED
1, 1967
CONSTRUCTION
DIVISION
Swan
Lichfield
Olson
BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
4-9-67 SUNDAY	NO ACTIVITY ALL WEEK. PROJECT COMPLETE.
4-10-67 MONDAY	
4-11-67 TUESDAY	
4-12-67 WEDNESDAY	
4-13-67 THURSDAY	
4-14-67 FRIDAY	
4-15-67 SATURDAY	

REMARKS

Project is complete. Expect to submit semi-final by 4-30-67

RECEIVED
HIGHWAY DEPT.
BRIDGE DIVISION
APR 17 1967
A.M. P.M.
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED H. S. Follett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 16 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

9-1120

69 En

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 13, 1967

Pacific Power and Light Company
Public Service Building
Portland, Oregon 97205

Re: Power Line Adjustment
Central Oregon Canal Bridge Section
The Dalles-California Highway
Deschutes County

ATTENTION: Mr. R.H. Salloe

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of December 22, 1966, have been approved by the State. You are hereby authorized to proceed with the work as of January 13, 1967.

Prior to beginning work, you are requested to do the following:

1. Please contact Mr. W.E. Schwartz, District Maintenance Superintendent, P.O. Box 157, Redmond, Oregon 97756, Phone 548-2336, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

NOTED
F. B. KLABOE

2. Contact Mr. Don Pallette, Resident Bridge Engineer, P.O. Box 1249, Bend, Oregon 97701, Phone 382-1911, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for the work performed on or subsequent to January 13, 1967, in the amount of $1,199.40, will be made in accordance with Paragraph 7g(3) of PPM 30-4 dated October 15, 1966 upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F.D. Morgan
Construction Engineer

By Jacking Lentwight
for T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
JAN 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JMC; sg

cc: F.B. Klaboe
L.H. Young (2)
C.H. Maison
J.F. Putnam
Don Pallette
W.E. Schwartz
F.W. Sugnet

RECEIVED
DEC 21 1966
FOR FILING
9-1120
6950

Agenda H J

December 2, 1966

MISC. CONTRACTS and AGREEMENTS No. 5211

Central Oregon Irrigation District
P. O. Box 548
Redmond, Oregon

Attention: Mr. Robert Anderson

Gentlemen:

We are enclosing for your files a fully executed copy of an agreement allowing the State to encroach on the Central Oregon Irrigation District's right of way for the purpose of widening a structure over their canal on The Dalles-California Highway in Deschutes County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: Mr. Ted Litchfield
(Conformed Copy)

RE
NOV 1 6 1966
FOR .....
9-1120
6930

November 16, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the November 22 meeting an agreement between the State and the Central Oregon Irrigation District. This allows the State to encroach on canal right-of-way for the purpose of widening the existing structure over the District's canal on the Central Oregon Canal (Bend) Section of The Dalles-California Highway in Deschutes County.

This agreement provides that the State will perform the work in such a manner and at such designated times as not to interfere with the use of the canal.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Attn: T. W. Litchfield
J. F. Putnam

PGP:fp bg

RECEIVED
SEP 19 1966

FOR FILING

7-1170
10930

September 16, 1966

Bid Sept 1

Mann Construction Company Inc.
P. O. Box 895
Redmond, Oregon 97756

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for construction of the Central Oregon Canal (Bend) Bridge on The Dalles-California Highway in Deschutes County for the sum of $39,928.00 and referred it to the State Highway Engineer with authority to award the contract as soon as necessary right of way is acquired.

Clearance has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6930. Inclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is April 10, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

jk
Enc. (3)
cc Pacific Hidr & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Washington
Daily Journal of Commerce, Portland, Oregon
J. F. Putnam
Don Pallette
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
AUG 19 1966
FOR FILING

Commissioners
J. Pat Murphy, Portland
Chairman
Warren D. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing:
RECEIVED
AUG 1 1966
CONSTRUCTION
DIVISION

August 15, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of August 9, 1966 which enclosed plan title sheets for the following projects:

1. Williams Creek Bridge Section, Williams Highway, Josephine County.
2. U.S.R.S. "B" Canal Bridge Section, Klamath Falls-Lakeview Highway, Klamath County.
3. Central Oregon Canal Bridge Section, The Dalles-California Highway, Deschutes County.

The only project on which we wish to comment is the Williams Creek Bridge Section. Williams Creek and the Applegate River, below, have anadromous fish runs which must be protected. Precautions should be taken to avoid any heavy silt deposition at low flow stages. Similarily, no pollutants, chemicals, or petroleum products should be allowed to contaminate the water.

Your consideration of the above recommendation to protect fish life will be much appreciated.

8-16-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
J. F. Putnam (4)
fp

ROK/dm

cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RECEIVED
AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM "D"

RECEIVED
Routing
AUG 29 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FOR FILING

RECEIVED
AUG 23 1966
CONSTRUCTION
DIVISION

9-11-0
#6930

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 9, 1966

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting on September 1, 1966. Would you please give these your special attention and recommendations as soon as possible.

Williams Creek Bridge Section, Williams Highway, Josephine County. Trib. of Applegate

U.S.R.S. "B" Canal Bridge Section, Klamath Falls-Lakeview Highway, Klamath County. No stream

Central Oregon Canal Bridge Section, The Dalles-California Highway, Deschutes County. No stream

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

NOTE F. B. KLABOE

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

Enc.

3-26-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T.C. Roake
J.E. Morelock
L. R. Chandler (2)
J. F. Putnam (4)
fp

RECEIVED
AUG 26 1966
OFFICE OF
STATE HIGHWAY ENGINEER

AUG 11 1966
RECEIVED
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

SNR 8-22-66

Dear Mr. Morgan,

We concur with the comments of the Oregon Game Commission in their ltr. to you dated Aug 15, 19 regarding Williams Creek.

The other two projects do not involve any strea hence no fishery conflicts.

BURT CARNEGIE

20-3349 Carl T. Washburne State Park 1966
(Bathhouse)

16931

RECEIVED
MAR 1 - 1967
FOR FILING
20-3349
6931

March 1, 1967

Hartford Accident & Indemnity Company
Surety Department
1220 Eastlake Avenue, East
Seattle, Washington 91802

Gentlemen:

Contract No. 6931 awarded to Robert L. Jensen for construction of a bathhouse in Carl G. Washburne State Park in Lane County was completed on December 14, 1966, and accepted by the Highway Commission on February 28, 1967.

Final payment in the amount of $852.60 will be released to the contractor after March 8, 1967. The total contract amount is $28,430.10 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Mr. Robert L. Jensen
Box 363
North Bend, Oregon 97459

L.H. Young
C.H. Maison
Attn: John Herr

Mr. Kenneth Higgins
Smith and Crakes
58 West 11th Avenue
Eugene, Oregon 97401

RECEIVED
MAR 1 - 1967

20-3349
6231

February 28, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 14, 1966 on Contract No. 6931. The contract was with Robert L. Jensen and was for construction of a bathhouse at Carl G. Washburne State Park in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 28, 1967 and that you concur in this procedure at the Commission meeting on March 14.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

bc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

bg ja

RECEIVED
MAR 1 - 1967

20-3349
6931

February 1, 1967

Mr. Robert L. Jenson
Box 363
North Bend, Oregon 97459

#10

Gentlemen:

The State Highway Commission at its meeting on January 31 considered your request for an extension of time on Contract No. 6931 for work in Carl G. Washburne State Park in Lane County.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date to December 14, 1966.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L.R. Chandler
Ellis Jones
L.H. Young
I.D. Merchant
C.H. Maison

RECEIVED
JAN 20 1967
FOR FILING
20-3349
6931

January 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
January 31, 1967 meeting

Gentlemen:

Robert L. Jensen, contractor for construction of a bathhouse at the Carl G. Washburne State Park in Lane County, Contract 6931, has requested that the completion date be advanced from the specified date of November 30, 1966, to December 14, 1966, without assessment of liquidated damages.

The contractor cites extra work added to the contract, additional ceramic tile and underground electrical service as his reasons for failure to complete the work within the time specified.

The contractor's contention is correct. Just prior to expiration of the contract time, a plan change involving additional ceramic tile and a plan change in type of electrical service, from overhead to underground, were handed the contractor. The additional time was required to procure and install the additional materials involved.

Because the contractor was prevented from completing the work within the time specified by conditions beyond his control, I recommend that the requested extension, advancing the date to December 14, 1966, be granted without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

CAG:jf bg

E-220 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Dec. 1, 1966

Gentlemen:

We, the undersigned, respectfully request an increase in the number of Calendar days from 200 days to 214 days, within which to complete our Contract No. 6931, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: There were two Extra's on the Contract, that I did not bid on but took time to do in the number of days allotted to me on the Contract. Therefore I feel I have that time coming, which consists of:

ITEM	QUANTITY REQUIRED	UNIT	UNIT PRICE	AMOUNT
Wall Tile	650	Sq. Ft.	$1.85	$1,202.50
Install Underground Service		Lump Sum		$639.78

I have enclosed a letter from each Sub-Contractor verifying there time: to estimate, get approval, get material on jobsite, do the work, a nd get it passed. I feel that I should have 1 week on each extra, which makes an additiona l (14) days added to contract.

Respectfully submitted,

Robert L. Jansen
Contractor

By .....

CONSENT OF SURETY

Date 12/12, 19 66

We, HARTFORD ACCIDENT AND INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

HARTFORD ACCIDENT AND INDEMNITY COMPANY

By ..... Attorney-in-fact Kenneth J. Higgins

(SEAL)

SMITH & CRAKES

By ..... Resident Agent

58 W. 11th Ave., Eugene, Oregon

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 11 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6931 Contractor Robert L. Jensen

Highway --

Section Carl G. Washburne State Park

Kind of Work Bathhouse

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Plan changes involving additional ceramic tile and change in type of electrical service.

Recommended for Approval:

John Appleton
Asst. Division Engineer

Ivan V. Murchant
Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6931
Project designation	Carl G. Washburne State Park (State-Federal)
Date awarded	September 6, 1966
Work started	Septbemr 12, 1966
Per cent completed	100% Decem. 14, 1966 (Date)
No. of Workdays Allowed	~~XXX~~ Compl. Date 11/30/66
No. of Workdays Used	114%
No. of Added Workdays Requested	14

BP-0350-784

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Carl G. Washburne State Park		WEEK ENDING: 12-21-66
		SECTION PREFIX: 20-3349
HIGHWAY: ———		COUNTY: Lane
NAME OF JOB: Carl G. Washburne State Park	KIND OF WORK: Bathhouse	
CONTRACTOR: Robert L. Jensen	CONTRACT NUMBER: 6931	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 9-6-66	DATE WORK STARTED: 9-12-66	ESTIMATED COMPLETION DATE: 12-14-66
AVERAGE FORCE ON PROJECT FOR THE WEEK: 1 MEN: 1 SUPERVISION: 0	SPECIFIED WORK DAYS: [redacted] (82)	WORK DAYS USED: [redacted] (97)
	SPECIFIED COMPLETION DATE: 11-30-66	PERCENT OF TIME ELAPSED: (118%)
PROJECT AUTHORIZATION: $ 30,287.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 28,133.49	ENGINEERING AUTHORIZATION: $ 2,153.76	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 28,301.76	ENGINEERING COST TO DATE: $ 1,400.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN [redacted]: 0.55%	PERCENT OF AUTHORIZATION: 65 %	DATE PROJECT WAS COMPLETED: 12-14-66

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Special Borrow	
100%	———	100%	———	———	———		

	GRADING	SURFACING	MAINTENANCE MATERIALS	[redacted]	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	520 CY			180 CY	
TOTAL QUANTITIES CORRECTED TO DATE	520 CY			-0- CY	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	520 CY			-0- CY	
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

[redacted]	Building							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Cloudy w/showers			
TUESDAY	Cloudy w/showers			
WEDNESDAY	Cloudy			
THURSDAY	Cloudy			
FRIDAY	Cloudy			
SATURDAY	Cloudy			

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY 12-19	Finished cleanup and testing of systems. Job complete.
TUESDAY 12-20	
WEDNESDAY 12-21	
THURSDAY 12-22	
FRIDAY 12-23	
SATURDAY	

REMARKS

Status: All work complete. This will be the final weekly report.

cc: Construction Division

SIGNED E. L. Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
OCT 11 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

20-33-49
1931

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 10, 1966

Mr. Robert L. Jensen
P. O. Box 363
North Bend, Oregon

Dear Mr. Jensen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6931 for the installation of a bathhouse in the Carl G. Washburne State Park in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.
cc Hartford Accident and Indemnity Company

Smith & Crakes
Attn: Kenneth Higgins
58 W. 11th Avenue
Eugene, Oregon

21-6332 Yaquina Bay State Park at Newport (Toilet Building) 1956

6332

RECEIVED
JAN 30 1967
FOR FILING

21-2263
6732

January 27, 1967

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6732 awarded to Mr. Robert L. Jensen for construction of a toilet building in Yaquina Bay State Park in Lincoln County was completed on November 30, 1966, and accepted by the Highway Commission on January 26, 1967.

Final payment in the amount of $965.20 will be released to the contractor after February 3, 1967. The total contract amount is $19,009.25 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. Robert L. Jensen
Box 36
North Bend, Oregon

Smith & Crakes
Attn: Kenneth Higgins
98 W. 11th Avenue
Eugene, Oregon

bc L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JAN 27 1967
FOR FILING

21-3363
6432

January 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed November 30, 1966, on Contract No. 6432. The contract was with Robert L. Jensen and was for construction of rest-room facilities at Yaquina Bay State Park in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective on this date.

This matter will be presented for confirmation at the January 31 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
L. H. Young
I. D. Merchant
David G. Talbot
R. D. Asburry

C. H. Maison

bg

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Yaquina Bay State Park	WEEK ENDING: December 3, 1966
		SECTION PREFIX: 21-3363
	HIGHWAY: --	COUNTY: Lincoln
NAME OF JOB: Yaquina Bay State Park	KIND OF WORK: Toilet Building	
CONTRACTOR: Robert L. Jensen	CONTRACT NUMBER: 6932	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: Sept. 24, 1966	[illegible] COMPLETION DATE: Nov. 30, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 22,169.25	SPECIFIED COMPLETION DATE: November 30, 1966	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 20,592.77	ENGINEERING AUTHORIZATION $ 1,576.48	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 19,786.00	ENGINEERING COST TO DATE $ 1000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: OVERRUN / UNDERRUN 4 %	PERCENT OF AUTHORIZATION 64 %	DATE PROJECT WAS COMPLETED: November 30, 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers		0	
MONDAY	Pt. Cloudy		0	
TUESDAY	Cloudy		0	
WEDNESDAY	Showers		0	COMPLETION DAY
THURSDAY				
FRIDAY				
SATURDAY				

NOTED
LLOYD A. SHAW

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	2 electricians wireing panel and installing light fixtures. 2 plumbers setting plumbing fixtures and connecting same. 1 painter misc. painting. 1 man installing toilet stalls.
TUESDAY	1 man, replacing tile around plumbing pipes through wall. 1 plumber and 1 electrician installing fixtures. 1 man, cleaning site.
WEDNESDAY	1 man cleaning site. Plumber and electrician part of day completing installations. COMPLETION DAY
THURSDAY	1 man, misc. clean-up, removing temp. elect. service, etc.
FRIDAY	Tested plumbing in FM with water supplied to building by fire hose laid to building by Parks Dept. men.
SATURDAY	

REMARKS

COMPLETION DATE NOVEMBER 30, 1966
All work complete. Final Inspection made Wednesday, Nov. 30, by Gerald Wimer, Robert Ellison, Jack Davis, Jack Martin.

Plumbing tested Friday. Clifford Lens, Jack Davis present.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
DEC 5 - 1966
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

STATE PARKS DEPARTMENT

SIGNED Jack Davis LOCATION Corvallis

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 13 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 13, 1966

Mr. Robert L. Jensen
P. O. Box 363
North Bend, Oregon

Dear Mr. Jensen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6932 for the installation of a toilet building in the Yaquina Bay State Park in Lincoln County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc Hartford Accident and Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Smith & Crakes
Attn: Kenneth Higgins
58 W. 11th Avenue
Eugene, Oregon

FORM E-123X BOM 12-62

RECEIVED
SEP 13 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

21-334-5

6712

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 12, 1966

Rep. W. S. Ouderkirk
320 Penter Lane
Newport, Oregon

Dear Stan:

In answer to your question of September 7, the type of rest-room facilities at the Lighthouse Park for which a contract was recently awarded in the amount of $19,700 will be very similar to those installed at Rocky Creek and Boiler Bay state parks, which facilities you may have already inspected.

Actually, the contract cost of the proposed facility at Yaquina Bay and others for which bids were taken last month are substantially lower than the cost of previous installations, the cost now ranging around $12.50 to $13 per square foot, which we believe are very satisfactory prices.

We are pleased to note your gratification of the few blessings that come your way in Lincoln County for parks and highways, and hope that you and the tourists will approve the Yaquina Bay installation when it is completed.

How about a golf game sometime?

Sincerely,

RBS

R. B. Sipprell
Liaison Engineer

RBS:rob
bcc: Lloyd Shaw ✓
Dave Talbot

NOTED
LLOYD P. SHAW

26-3333 Lewis & Clark & Starvation 1966
Gr. State Parks (Toilet Bldg)
#6933

RECEIVED
JAN 24 1968
FOR ...

26-3333
6933

January 24, 1968

American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland, Oregon

Attn: Mr. C. R. Rathbun

Gentlemen:

A post-final payment for $87.69 will be made to Mid-State Construction Company on Contract No. 6933 for construction of toilet buildings in Lewis and Clark and Starvation Creek State Parks on the Columbia River Highway in Multnomah and Hood River Counties, as soon as the warrant is prepared.

The total amount paid on this contract will be $33,241.91 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mid-State Construction Company
810 Union Street
The Dalles, Oregon 97058

Mr. Thomas R. Hudson
500 Washington Street
The Dalles, Oregon

bc C. H. Maison
Attn: John Herr

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 22, 1968

SUBJECT: Claims Review Board

To: Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The Claims Review Board, as established by Mr. Cooper's June 5, 1967 letter, has considered contractor's claims on the following projects:

Contract No. 6863, M.P. 1.9 Slide Correction
White Bros. Construction Company
Approved adjustment on one out of three parts amounting to about one-third of the total claim, after requesting further information from the field. No reply from contractor

Contract No. 6561
Bullards Beach State Park
Donald W. Thompson
Approved adjustment on part of the claim amounting to about one-fourth of it. Accepted

Contract No. 6933
Lewis and Clark and Starvation Creek State Parks
Mid-State Construction Company
Approved adjustment on three small items amounting to less than $100, but the remainder only involved $350 time liquidated damages. No reply as yet

Contract No. 6518
Bear Gulch-Canyon Creek Pass
Roy L. Houck Sons' Corporation
Disposition pending, awaiting presentation by Legal Division before Board.

A meeting is being scheduled for the Board to review a proposed settlement on Winchuck River claim without the presence of the contractor.

proposed plan
if he is not ok
ASC Darling Jan 25

Of the three claims disposed of by the Board, the contractor has accepted the settlement of one of them (Bullards Beach State Park). White Bros. do not respond to our letters asking their intentions.

John A. Bond, Secretary
Claims Review Board

JAB:ss:fw

RECEIVED
DEC 8 - 1967
FOR FILING

26-3333

6933

December 8, 1967

Mr. W. L. Van Horn
Mid-State Construction Co.
510 Union Street
The Dalles, Oregon 97058

Dear Mr. Van Horn:

The meeting which you have confirmed for December 14 at 2 p.m. between your company and this Department's Claims Review Board will be held in Room 134 of the State Highway Building in Salem. This is in connection with Highway Contract No. 6933.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
C. H. Matson
John A. Bond
I. B. Merchant

(ms)

December 5, 1967

Mr. W. L. Van Horn
Mid-State Construction Company
810 Union Street
The Dalles, Oregon 97058

Dear Mr. Van Horn:

Reference is made to your November 30 letter concerning Highway Contract No. 6933.

A Review Board composed of administrative personnel in the Department has recently been organized to review claims at a contractor's request. This Board has no judicial power but is made up of persons who are not familiar with the operations of any particular project and who can review contractors' claims on an objective basis.

If you would care to present the matter in connection with Contract No. 6933 to this group, they would be available at 2 p.m. on December 14. If this date is not satisfactory, I am sure some other mutually agreeable time could be arranged.

Please let me know if you desire to discuss the problem with us at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
G. E. Rohde
C. H. Matson
John A. Bond

W. L. VAN HORN

FRANK K. ROSS

MID-STATE CONSTRUCTION Co.

GENERAL CONTRACTORS

Telephone 503 296-6121
OFFICE: 810 UNION STREET
THE DALLES, OREGON 97058

30 - November - 1967

Mr. Forrest Cooper
State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

RE: Highway Contract No. 6933 - Liquidated Damages

This is to thank you for your letter of November 29, 1967 advising that you would be available on short notice for discussion of this matter.

As it is our sincere belief that we have been penalized unjustly we would appreciate a conference at an early date.

Please let us know when a meeting can be arranged at your convenience.

Yours very truly,

MID-STATE CONSTRUCTION CO.

W. L. Van Horn

By W. L. Van Horn

RECEIVED
DEC 1 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 30 1967
FOR FILING
26-3333
6933

November 29, 1967

Mr. W. L. Van Horn
Mid-State Construction Company
810 Union Street
The Dalles, Oregon 97058

Dear Mr. Van Horn:

Some time ago, we received your letter protesting liquidated damages in connection with Highway Contract No. 6933. Simultaneously, a letter was received from Senator Ben Musa on the same subject. While an answer was given to the Senator by telephone, it does not appear that your letter was acknowledged or answered.

As we explained to Senator Musa, the Highway Department feels that its position is sound and proper. However, if you wish to discuss any facet of the matter with us, knowledgeable people in the Department are available on short notice.

Very truly yours,

Forrest Cooper
State Highway Engineer

RLP:ms:jes

cc: R. L. Porter
Tom Edwards
V. D. Welpe
Ivan Merchant
L. W. Rulien

FORM E-20 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

October 6, 1967
Salem, Oregon

SUBJECT: Lewis & Clark and Starvation Creek State Parks
Contract No. 6933

To: R. L. Porter
Deputy State Highway Engineer

BUILDING

I have read the attached letter from Mid-State Construction Company and again reviewed the contract records and talked at considerable length with the job resident engineer and the assistant division engineer in charge of the work.

My findings on each of the items of the contractor's letter are contained in the following paragraphs.

Correspondence concerning the time extension and assessment of liquidated damages is attached.

It is true that the Starvation Creek site is not in use. This is due to current construction on our Contracts 7059, Starvation Creek Safety Rest Area Improvement, and 6858, Cascade Locks-Mitchell Point Section.

The contractor claims 18 days (Sept. 6 to Sept. 24) delay at the start of the job because he did not have a contract.

Job records show the following:

Sept. 1, 1966	Bids received.
Sept. 6, 1966	Contract awarded.
Sept. 8, 1966	Notice of award and blank contracts mailed to contractor.
Sept. 14, 1966	Signed contracts received from contractor.
Sept. 22, 1966	Starvation Creek site staked.
Sept. 23, 1966	Fully executed contracts mailed contractor.
Sept. 26, 1966	Resident Engineer/Contractor conference.
Sept. 28, 1966	Contractor moved in on Starvation Creek site and set batter boards.
Sept. 29, 1966	Contractor started work, excavating building footings and septic tank.

All of the Department's actions as listed above are within limiting times set out in the contract documents for the award and execution of a contract. Start of work is an element of the contract entirely within the control of the contractor. The only restriction on the contractor's start of work is language in Article 3-1 which precludes him from starting work until such time as he has delivered to the Department the contract executed by himself and his surety which he did on September 14. He does not have to hold up start of work until he receives a completely executed contract and Department procedure does not provide for a "start work" or "proceed" notice.

The contractor claims an indefinite delay because of the Department's failure to expedite approval of shop details for the laminated timber beams required with resultant delays in delivery and placing of beams which was necessary to closing in buildings allowing inside work to start.

Job records show the following:

Sept. 27, 1966	Date on Trussfab, Inc., Dwg. 3368-Beam Details.
Sept. 28, 1966	Beam shop details handed project engineer.
Sept. 30, 1966	Beam shop details received by Division.
Oct. 3, 1966	Beam shop details received in Salem.
Oct. 6, 1966	Checked beam shop details returned to Division.
Oct. 7, 1966	Checked beam shop details received by Division.
Oct. 11, 1966	Checked beam shop details mailed to Resident Engr. by Division.
Oct. 12, 1966	Checked beam shop details handed to Contractor by Resident Engineer.
Oct. 14, 1966	Starvation site ready to start placing block (walls).
Nov. 4, 1966	Start placing block (walls), Starvation Creek.
Nov. 9, 1966	Beam fabricator (Trussfab) calls for inspection of beams.
Nov. 10, 1966	Beams inspected this date.
Nov. 11, 1966	Contractor claims beams inspected this date. (Holiday)
Nov. 14, 1966	Beams delivered both sites, placed same at Starvation Creek. Lewis & Clark not ready. Just started placing block.
Nov. 17, 1966	Completed placing block at Lewis & Clark. No roof decking available so did not place beams.
Nov. 21, 1966	Placed beams and started placing roof decking at Lewis & Clark.

Procurement of materials in order to complete contract work on time is entirely the contractor's responsibility and the necessary processing of shop details is a part of this work. It is felt that State's handling of the shop details for the beams was done in a reasonable time. Presuming the contractor ordered the beams the day he received the approved details (October 12, 1966) it required 33 days to manufacture and deliver 10 beams, each 5¼" x 11¼" x 28'0". Actual manufacture of the beams should not require more than 3 to 5 days. At Starvation Creek the building was ready for the beams the day they were delivered. At Lewis & Clark the block walls were completed and ready to receive the beams 3 days after the beams were delivered but they were not installed for an additional 4 days after the delivery time because the roof decking was not on the job site. This 7 day delay is due to operations of the contractor.

The contractor states he should be reimbursed for the expense involved in furnishing a generator to test the electrical systems on the premise that it was the State's responsibility to furnish electrical energy for this testing. Contract drawings for the Starvation Creek site show a note "Power Source by Others". No information as to when power would be on the site is contained in any of the contract documents. There is no record as to whether or not the contractor made any inquiries as to when the power would be furnished at the time he bid the job. Hence, he should have been aware of the potential expense of furnishing an alternate power source to test the system as required by the contract documents. Power was on the site for the necessary tests at Lewis and Clark.

The contractor claims indefinite time loss due to delays in delivery of metal toilet stalls, skylights and electrical controls and cites dates. Shipping dates cited for metal toilet stalls and elctrical controls appear to be in error as project records show these materials as being installed in the work prior to the shipping dates cited. Here again procurement of materials in sufficient time to permit installation and still meet contract specified completion date is a matter entirely within the contractor's control and the State cannot, unless there are extenuating circumstances, be responsible for such delays.

As to the contractor's claim for $55.00 additional for a change in type of heat controls, the contractor arbitrarily ordered and installed a non-specified control element without approval nor order of the Department and claimed $55.00 as additional cost. While it is true that the control specified would not accomplish desired results, the contractor's demand for $55.00 extra was considered exorbitant as the catalog prices for the two controls was approximately the same. Hence, the contractor was ordered to replace the non-specified control with the specified control. This specified control will be altered or exchanged by State forces at a considerably less cost than the $55.00 demanded by the contractor.

As to the contractor's claim for $16.94 for hooking the kitchen circuit to the new panel, the resident engineer denies that he ordered the hookup. He states that the contractor made the hookup for his own convenience and use for some of his power equipment.

The contractor's overall operations were reasonably good though somewhat slow. The workmanship on concrete was average, the block work good, the carpentry below average and slow, with all other operations, painting, tiling, plumbing, electrical, etc., average or above. His overall progress was not sufficient to complete the work within the time allotted. From the record it appears that the work could have been expedited had the contractor had the block work for the Lewis and Clark building in place on the day the beams were delivered. His reasons for not starting the block work sooner than he did at both sites was, as stated to the resident engineer, he was afraid of vandalism.

I see no reason to change my past recommendation as to assessment of liquidated damages.

Ivan D. Merchant
Bridge Engineer

CAG:jf

Attachments: Forrest Cooper letter, June 1, 1967, Request for Extension of Time
Floyd Query letter, June 8, 1967, to Mid-State Const. Co.
Ivan D. Merchant letter, July 19, 1967, to Mid-State Const. Co.
Floyd Query letter, August 3, 1967, to Mid-State Const. Co.
Ivan D. Merchant letter, August 18, 1967, to Mid-State Const. Co.

RECEIVED
OCT 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

HOME ADDRESS
BEN MUSA
P. O. BOX 458
THE DALLES, OREGON 97058

KATHERINE MUSA
RESEARCH ASSISTANT

STATE OF OREGON
OREGON STATE SENATE
SALEM

18TH SENATORIAL DISTRICT

GILLIAM - HOOD RIVER
MORROW - SHERMAN
WASCO AND WHEELER
COUNTIES

PRESIDENT OF THE SENATE 1963-64

September 27, 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Mid State Construction Company

Dear Forrest:

Thank you for your letter of September 12 regarding the above contractor. After reviewing your letter I did a little more checking and find that there is apparently some differences in the conclusions drawn by the contractor and the information furnished you by your department. I have been advised that although the contract was dated September 6, 1966 the contractor advises us it was not received until September 24, 1966. Also, I was advised that the completion date on the contract was extended until May 1, 1967. I have also received a copy of a letter, under date of September 25, addressed to you by Mr. VanHorn which he points out these same items to you.

It appears this is another example where some of your field people fail in their communications with the general public. I well realize that all of you have specific responsibilities to meet, but frequently many people in government get imbued with their own importance that they eventually come to the conclusion that they live without error. I well realize that as a legislator I have no right to interfere in any way with the workings of the administrative part of the government (and I do not intend to ever do so) but I do believe legislators do have a responsibility with their constituents to help them communicate with the administration, if they feel they have been unable to receive an honorable audience when they feel aggreived. Again thank you for your kindly interest in this matter.

Cordially yours,

Ben Musa

Ben Musa
State Senator

BM:rep
cc Mid State Construction Company

RECEIVED
SEP 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1967
FILING
26-3333
6933

6933C

October 6, 1967
Salem, Oregon

R. L. Porter
Deputy State Highway Engineer

Lewis & Clark and Starvation
Creek State Parks
Contract No. 6933

BUILDING

I have read the attached letter from Mid-State Construction Company and again reviewed the contract records and talked at considerable length with the job resident engineer and the assistant division engineer in charge of the work.

My findings on each of the items of the contractor's letter are contained in the following paragraphs.

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RECEIVED
OCT 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

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I see no reason to change my past recommendation as to assessment of liquidated damages.

Ivan D. Merchant
Bridge Engineer

CAG:jf

Attachments: Forrest Cooper letter, June 1, 1967, Request for Extension of Time
Floyd Query letter, June 8, 1967, to Mid-State Const Co
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FORM S-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Ore
Oct. 1, 1967

SUBJECT: Lewis & Clark and Starvation Creek Parks
Contract 6933

To: I. D. Merchant
Bridge Engineer
Oregon State Hwy Dept
Salem, Oregon

This is in reply to a request by A. A. Rear that I comment on statements in a letter dated Sept 25, 1967 from Mid-State Construction Co., prime contractor on the subject contract.

The contractor claims delays and lack of cooperation in expediting the processing and approval of working drawings particularly the drawings for the Glu-Lam beams. Dates on correspondence I have indicate details for the beams were received by the resident Sept 28 or 29 and were received in the division office Friday Sept 30. They were transmitted to Salem and stamped in Mon. Oct. 3. The approval was dated Oct 6 and they were received at the Division Office Thur. Oct 7. I was out of the office Friday and didn't get the drawings mailed to the resident until Oct 11 and as per the contractor's letter were given him Oct 12. I don't believe 2 weeks to be an unreasonable length of time for from when drawings are submitted for approval until they are back in the contractor's hands. The time for approval of the drawings could have been reduced considerably if the contractor had filed a written statement authorizing the supplier to submit drawings directly to the engineer.

In reading the contractor's letter I get the idea he is trying to convey the impression that delivery of the laminated beams was further delayed by delays in the State's inspection of the beams. I checked with the office of Ed Rief supervisor of the man who inspected the beams and according to their recordsa call was received from the beam fabricator at about 2:55 pm Wed. November 9 requesting an inspector be at their plant first thing Thursday morning. According to notes kept by Mr. Riefs secretary the inspector departed the office bound for Truss-Fab Thursday a few minutes after 8. I am not able to varify at this time that the beams for the subject contract were the object of the inspection trip but I am reasonably sure they were.since we could not find a record of any other call from Truss-Fab during the period just before the 11th.

NOTED
ALFRED A. REAR

As to the contractor's claim he was required to perform extra work and incured additional expense because the engineer insisted power be providedto test equipment I would assume this to be so because I can think of no other reasonable or practical method of checking the equipment as required by the contract. I am unable to find anything in the contr ct to indicate power will be run into the source pole in time to allow the contractor to make use of it in construction or in testing the equipment.

Concerning delays in obtaining the other equipment I can find nothing to indicate the State was at fault. It appears the date of shipment for the metal toilet stall is in error. According to our records they were already on the job and in place before December 16, 1966.

As for the contractor's claim for an extra in connection with the heat control, the resident engineer advised me of the problem and transmitted to me a copy of a letter from the electrical subcontractor along with specifications for the proposed substitute heat control which I in turn passed on to T. C. Roake. At a later date I discussed by telephone with Dave Berger the contractor's proposel and we came to the conclusion the price quoted for the substitute swith was too much since the list price was about the same as for the switch specified. We felt the original switch could either be modified or replaced by State forces for less money. I advised Rodriguez the additional expense for the substitute swithh was not justified and that he should accept the switch specified. Sometime after this I received a letter from T. C. Roake confirming the telephone instructions I had passed on to the resident engineer.

When advised by the resident engineer the service panel specified did not have provisions for hooking up the electric stove I told the resident I did not want to process a price agreement for this since the State's electricians would undoubtedly be in the area before the park was opend and could do the work for less than it would cost to process the agreement. I later found out the contractor had gone ahead and made the connection so he could operate his equipment off of it. Incidently he was not charged for the power he used.

Enclosed find a report from E. Rodrigues on this matter. Please excuse the poor typing job on this report and the Hand written report of Mr. Rodriguez's but they were completed after the secretaries had gone for the weekend.

Allan C. Harwood
Assistent Div. Engr.

W. L. VAN-HORN

FRANK K. ROSS

MID-STATE CONSTRUCTION Co

GENERAL CONTRACTORS

Telephone 503 296-6121
OFFICE: 810 UNION STREET
THE DALLES, OREGON 97058

.6103

SEP 26 67

25 - September - 1967

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Mr. Cooper:

This is in reply to your letter of September 12, 1967 to Senator Ben Musa regarding State Highway Contract No.6933 for the construction of Toilet Buildings at Lewis & Clark and Starvation Creek State Parks.

It is apparent that all of the facts have not been brought to your attention. It is inconceivable that the Oregon State Highway Department would unjustly penalize a contractor for circumstances beyond his power or control.

If it is true that the State suffered liquidated damages it must be assumed that the facility could not be used due to failure of the contractor to complete the construction.

The completion date on this contract was extended to May 1, 1967 and the building was completed and ready for use at that time.

However the facility at Starvation Creek State Park has not been used to this date as it is inaccessible due to highway construction in the area. We can not understand how the State could be out and injured in any way due to negligence on our part.

The contract is dated September 6, 1966 but our contract was not mailed from the State Highway Office in Salem until September 23, 1966 and we did not receive our contract until September 24, 1966. Eighteen (18) days of our contract were lost to us because of this. Without a contract we could not place any material orders or issue any subcontracts until September 24, 1966 - a considerable delay for which we should be given time allowance.

Although time was short the project engineer would not permit us to submit shop drawings direct to the Salem Office. All shop drawings were therefore submitted through the project engineer resulting in unnecessary delay. On such a short

time project we feel that the State should have cooperated to expedite the work. For example the Glu-Lam shop drawings were submitted to the project engineer on September 28, 1966 (only four days after we received our contract) but the approved Glu-Lam drawings were not returned to us until October 12,1966. The glu-lam beams could not be sent to the shop for fabrication until approved details were received. The Oregon State factory inspection of the glu-lam beams was not made until November 11, 1966. The beams could not be shipped without this inspection. This delay in the work was beyond our power or control. The delay in receiving the Glu-Lam beams was the prime reason the project was behind schedule as the building could not be enclosed without them. As previously stated this was not in any way our fault.

Your letter stated that the plans indicate that water and electric facilities up to a certain point will be provided by the State and will not be a part of the contractor's responsibility under the terms of this work. This is quite correct - however, the project engineer instisted that the power be provided to test the electrical work. Although this was the responsibility of the State we were forced to rent a generator and transport same to the project at a considerable expense in order to make this test. We should be reimbursed for this expense as it was not part of our work.

Your letter also states that the record does not substantiate that time was lost because of delays in receipt of some materials. In addition to the delay in receipt of the glu-lam beams some of the other material delays were as follows:

Supplier and Description	Date Ordered	Date Shipped
Mannan Building Supplies - Metal Toilet Stalls	10-7-66	12-16-66
Mannan Building Supplies - Consolite Skylights	10-7-66	11-2-66
Interstate Electric - Minneapolis-Honeywell Controls	10-7-66	12-13-66

The electrical sub-contractor notified us that the overlong delivery dates on the Minneapolis-Honeywell controls for the floor heating system was due to the fact that the specified units were no longer in wide use and had to be made up special. After waiting all this time for these specified control units the electrician made a special trip to Lewis & Clark to install same only to find that they were not the proper control for this type of installation. We were informed by the electrical sub-contractor that the control units as specified will turn on the floor heat when the outside temperature rises and will shut off the floor heat when the outside temperature drops. This is the opposite of what is required. In view of this fact the electrical sub-contractor obtained the proper control units as recommended by the Minneapolis people for this type of heat and installed same at considerable extra expense - see copy of letter from Interstate Electric Corporation enclosed.

We notified the project engineer of this and requested a change order in the amount of $ 55.00 to cover the additional cost. We were instructed by the project engineer to install the specified controls regardless of the fact that they would not operate the system as required. Therefore it was necessary for us to make an additional trip to remove the correct controls and install improper units just because they were the item specified. The reason for such an order escapes us.

The project engineer also instructed us to hook up the existing kitchen circuit to the new service panel at Lewis and Clark which we did for an agreed price of $ 16.94 but the project engineer stated that we should throw this in and would not issue a change order for same.

We made every effort to expedite the work on this project. All material orders and sub-contracts were placed promptly followed by a special follow-up system on all material items and proper policing of our sub-contractors.

We have not been derelict in our duty in any way and should not be penalized.

We feel that the State owes us $ 421.94 plus interest, as follows:

Balance due on contract	350.00
Connect kitchen circuit to new panel at Lewis & Clark.	16.94
Change Heat Controls	55.00
Total	421.94

Please let us hear from you in this regard.

Yours very truly,

MID-STATE CONSTRUCTION CO.

W. L. Van Horn

By W. L. Van Horn

cc: Honorable Ben Musa

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

August 18, 1967

Mid-State Construction Co.
810 Union Street
The Dalles, Oregon 97058

Attention: Mr. Frank K. Ross

Re: Lewis & Clark and
Starvation Creek Parks
Contract No. 6933

Gentlemen:

Your letter of July 29, 1967 was inadvertently misplaced and did not come to my attention until yesterday. Please accept my apologies for this late answer.

I have reviewed the contract records very carefully and can find nothing to change the conditions on the time extension and assessment of liquidated damages as stated in my letter of July 19, 1967 to your company, attention Mr. Van Horn.

To further explain the situation, project records show major work placing wall and floor tile, painting, installation of electrical and plumbing fixtures, etc., going on during the period of December 1 through December 9. The contract required that this work be completed by November 30, 1967. For this 9-day period, you were granted two days without assessment of liquidated damages because of extra work involved in Price Agreements 1 and 2 and were assessed liquidated damages for the remaining 7 days. All work incomplete at the time the stop work order became effective was completed during the stop work order period and liquidated damages were waived for the entire period of the stop work order.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:mb

6955

July 19, 1967

Mid-State Construction Co.
General Contractors
810 Union Street
The Dalles, Oregon 97058

Attention: W. L. Van Horn

Gentlemen:

Re: Lewis & Clark and
Starvation Cr. St. Parks
Contract No. 6933

I have your letter of July 13 concerning liquidated damages assessed on the above job.

The total delay in completing the contract work is computed to be 152 calendar days. This encompasses the period December 1, 1966, to May 1, 1967. The Commission waived liquidated damages on two days of this time because of extra work involved in performing the work under Price Agreements #1 and 2. They also waived liquidated damages on 143 days because of the stop work order. The liquidated damages were assessed for the remaining 7 days time.

I trust this gives you the explanation requested in your letter.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

CAG:jf

FRANK K. ROSS

W. L. VAN H.

MID-STATE CONSTRUCTION Co.

GENERAL CONTRACTORS

OFFICE: 810 UNION STREET
PHONE [redacted]
THE DALLES, OREGON 97058
296-6121

May 3, 1967

IN ACCOUNT WITH Oregon State Highway Commission
Salem, Oregon

Attachment for form No. E-320 - Request for Increase in Number of Workdays to complete Construction on Contract No. 6933, Toilet Buildings Lewis & Clark and Observation Creek State Parks.

Gentlemen:

We respectfully request an extension of time from December 1, 1966 to May 1, 1967 to complete our contract without assessment of liquidated damages due to the following mitigating circumstances:

Please note that the project was shut down from December 9, 1966 to April 24, 1967 by order of the Resident Engineer.

1. One additional working day is requested for re-routing of the water line as required by Change Order No. 1.

2. One more working day is requested for installation of the additional water line as covered by Change Order No. 2.

3. An extension of 14 days is requested due to the delay by The State Highway Department in approving the Glu-Lam beam details.

4. An extension of 10 days is requested due to delay in receiving the executed contract from The State Highway Department, which in turn, delayed issuing of purchase orders and required submittals and shop drawings.

5. Due to inclement weather during the month of November, 1966 (which was beyond our power or control) it was impossible to complete the exterior painting. A ten day time extension on our contract is requested on this account.

6. The water and electric service required in order to test the water lines and the electric heating cables as per the Special Provisions was not available at Observation Creek. These utilities were to be provided by the State Highway Department as per plans and specifications. Therefore we feel that the time extension should be granted without penalty.

Yours very truly,

Van Horn-Ross, Inc., d.b.a.
MID-STATE CONSTRUCTION CO.

By W. L. Van Horn, President

RECEIVED
SEP 13 1967
FOR FILING
26-3333
6933

September 12, 1967

The Honorable Ben Musa
State Senator
Post Office Box 458
The Dalles, Oregon 97058

Dear Ben:

Since receiving your August 24 letter concerning the complaint by Mid-State Construction Company that it was unjustly assessed liquidated damages, I have had the matter reviewed in considerable detail.

Mid-State's contract, Highway Contract No. 6933, was for the construction of rest-room facilities at Lewis and Clark and Starvation Creek State Parks. The work was awarded on September 6, 1966, and was specified to be completed on November 30, 1966. The record shows that the work was not completed on the specified date but continued until December 9, 1966, when a "shut down" order was issued because of winter weather. Before the "shut down" order was lifted, Mid-State completed the specified project.

There were two small "Extra Work" orders issued in connection with this contract and the contractor was allowed an additional day for each order. He was assessed liquidated damages for the remaining seven days, or December 3 to 9, inclusive. The contractor has protested the damage assessment and has given many reasons therefor. However, as far as I can ascertain, none are a good justification for a time extension. For example, he states that the State was to provide water and electric service, whereas the plans indicate that water and electric facilities up to a certain point will be provided by the State

and will not be a part of the contractor's responsibility under the terms of this work. Also, allegations were made that time was lost because of delays in receipt of some materials; however, the record does not substantiate this.

If there is any specific facet of this contract you feel should have my further attention, I will be glad to discuss it with you at your convenience.

Kindest regards,

Forrest Cooper
State Highway Engineer

cc Mid-State Construction Company

bc R. L. Porter
Tom Edwards
Victor D. Wolfe
Ralph Sipprell
Ivan Merchant
J. F. Putnam

RLP:ms fn

HOME ADDRESS
BEN MUSA
P. O. BOX 458
THE DALLES, OREGON 97058

KATHERINE MUSA
RESEARCH ASSISTANT

STATE OF OREGON
OREGON STATE SENATE
SALEM

16TH SENATORIAL DISTRICT

GILLIAM - HOOD RIVER
MORROW - SHERMAN
WASCO AND WHEELER
COUNTIES

PRESIDENT OF THE SENATE 1963-64

August 24, 1967

#6933

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon 97310

In Re: Mid State Construction Company
The Dalles, Oregon

Dear Mr. Cooper:

About two weeks ago I talked with you on the telephone regarding the above contractor upon whom your department asserted a delinquent construction date penalty, on the construction of the Rest Station at Starvation Creek. At that time I explained to you the extenuating circumstances which caused the delay in the completion date which, apparently, was beyond the control or the discretion of the contractor. I would appreciate your courtesy in reviewing this matter and advising me of your findings. From the information given me by Mr. Walter VanHorn, general manager, I believe the contractor has a valid cause to show the delay was entirely beyond its responsibility.

Cordially yours,

Ben Musa

Ben Musa
State Senator

BM:rep
cc Mid State Construction Co.
The Dalles, Oregon

RECEIVED
AUG 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 21 1967
FORM E-30 SOH 10-65 SP°23401-734

File Folder
26-3333
6933

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

August 14, 1967
Salem, Oregon

SUBJECT: Lewis & Clark and Starvation Creek Parks
Contract No. 6933
Your Memo August 8, 1967

To: Tom Edwards
Assistant State Hwy. Engr.

B U I L D I N G

I have reviewed all facts pertinent to the time extension for this contract. I see no reason to change the recommendations we made to the Commission originally.

The specified completion date was November 30, 1966. Weekly reports show the contractor's activities to be on major items of the contract until December 9, 1966, when a stop work order was issued. We granted the contractor 2 days free time because of minor changes to the plumbing and charged him with 7 days liquidated damages. This accounts for the overrun period December 1 to 9, inclusive, 1966. All testing of plumbing and electrical systems and minor corrective work to the buildings was done during the stop work order time. No liquidated damages were assessed during the stop work order time.

Ivan D. Merchant
Bridge Engineer

CAG:jf

NOTED
TOM EDWARDS
RECEIVED
AUG 1 1967
CHIEF OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 4 1967
FOR FILING

24-3333
6933

August 3, 1967

American Insurance Company
McLaughlin Building
1220 S. W. Columbia
Portland, Oregon

Gentlemen:

Contract No. 6933 awarded to Mid-State Construction Company, for toilet buildings in the Lewis and Clark and Starvation Creek State Parks on the Columbia River Highway in Multnomah and Hood River Counties was completed on May 1, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $994.63 will be released to the contractor after August 10, 1967. The total contract amount is $33,154.22 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mid-State Construction Company
810 Union Street
The Dalles, Oregon 97058

Mr. Thomas R. Hudson
500 Washington Street
The Dalles, Oregon

bc L. H. Young
C. H. Maison

Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING
26-3333
6933

August 3, 1967

Mid-State Construction Company
610 Union Street
The Dalles, Oregon 97058

Attention: Mr. Frank K. Ross

Gentlemen:

Your letter of July 29 addressed to Mr. A. J. Kahler, Payroll & Claims Supervisor, has been called to my attention. This letter has to do with liquidated damages in the amount of $350.00 on Contract No. 6933.

Mr. Merchant's letter of July 19 explains the basis for assessing liquidated damages on this job. There are no facts known to me that I can add to his letter. Extension of the completion date by the Commission does not always indicate that there are no liquidated damages involved. In this instance, I believe Mr. Merchant's letter explains the point.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

cc: C. H. Maison
Ivan D. Merchant
John Bond

FORM E-90 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 2, 1967

SUBJECT: Liquidated damages
re Contract No. 6933

To: Mr. Ivan Merchant
Bridge Engineer

Attention: Mr. C. A. Gardiner

BUILDING

Attached is a copy of a letter written by Mid-State Construction Company to Mr. A. J. Kahler in the Accounting Division.

Mr. Maison brought the letter in to me this afternoon as to the explanation for the seven days of liquidated damages at $50 per day, for a total of $350.

Also attached is a copy of my letter of June 8 to the contractor and a copy of the letter of June 1 to the Highway Commission re the extension of time.

Can you tell us the basis for the liquidated damages?

Floyd Query

Floyd Query, Secretary

FQ:fkn

cc Mr. C. H. Maison

RECEIVED
AUG 3 1967
FOR FILING

26 333
1-4-2

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 1, 1967, on Contract No. 6933. The contract was with Mid-State Construction Company and was for the construction of rest room facilities in the Lewis and Clark and Starvation Creek State Parks on the Columbia River Highway in Multnomah and Hood River Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. W. Rulien
J. F. Putnam

SRB:cp

RECEIVED
W. L. KANNHORN
SEP 7 1967
FOR FILE

26-1-3-3
6933

FRANK K. ROSS

MID-STATE CONSTRUCTION Co.
GENERAL CONTRACTORS

Telephone 503 296-6121
OFFICE: 810 UNION STREET
THE DALLES, OREGON 97058

29 - July - 1967

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Attention: Mr. Ivan D. Merchant, Bridge Engineer

Gentlemen:

IN RE: Contract Number 6933
Lewis & Clark & Starvation Creek State Parks

We have your letter of July 19th, 1967, stating that seven (7) days liquidated damaged were assessed on the above project.

The commission is in error in assessing any liquidated damages.

According to the contract the State was to provide the water and electric service. The delay in completing this project was due to the fact that the water and electric service was not available. This is clearly the responsibility of the State. Any delay was beyond our power or control.

We notified the project engineer the latter part of November, 1966, that the exterior painting could not be performed due to inclement weather, but he insisted that the painter proceed with this work. For reasons that we can not comprehend the project engineer did not shut the project down in November, 1966, but waited until December 9, 1966 to do so.

We will not agree to any assessment for liquidated damages.

Yours very truly,

MID-STATE CONSTRUCTION COMPANY

Frank K. Ross

By Frank K. Ross

RECEIVED
JUL 27 1967
FOR FILING

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6933

A

#5

June 8, 1967

Mid-State Construction Company
810 Union Street
The Dalles, Oregon 97058

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6933 for work in Lewis and Clark and Starvation Creek State Parks in Multnomah and Hood River Counties.

After considering the recommendation of the Engineer and other available information, the Commission granted your request for an extension of the completion date to May 1, 1967.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc L.W. Rulien
Enrique Rodriquez
L.H. Young
Ivan Merchant
David Talbot
C.H. Maison

OREGON STATE HIGHWAY COMMISSION

BRIDGE DEPT.
BRIDGE DIVISION
MAY 1 1967
7,8,9,10,11,12,1,2,3,4,5,6 PM

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6933 Contractor Mid-State Construction Company

Highway Columbia River

Section Lewis and Clark and Starvation Creek State Parks

Kind of Work Toilet Building Construction

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Total delay 152 calendar days. Grant an extension of 145 calendar days without assessment of liquidated damages (2 days extra work time and 143 days stop work order time) and assess liquidated damages for remaining 7 days.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No. 6933

Project designation State (State-Federal)

Date awarded September 6, 1966

Work started September 29, 1966

Per cent completed 100% May 1, 1967 (Date)

Completion Date, No. of Workdays Allowed Nov. 30, 1966

Adjusted Completion Date: May 1, 1967

No. of Workdays Used

No. of Added Workdays Requested

SP*6209-734

E-239 (Rev.)—5M—9-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 3, 19 67

Gentlemen:

We, the undersigned, respectfully request that the completion date be changed from 11-30-66 days to 5-1-67 days within which to complete our Contract No. 6933, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter attached.

Respectfully submitted,

Van Horn-Ross, Inc., d.b.a.
Mid-State Construction Co.
Contractor

By W. L. Van Horn
W. L. Van Horn, President.

CONSENT OF SURETY

Date May 3, 19 67

We, The American Insurance Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Can Webster
Attorney-in-fact

Can Webster
Resident Agent

(SEAL)

HUDSON INSURANCE AGENCY, INC.

FRANK E. ROSS

MID-STATE CONSTRUCTION Co.
GENERAL CONTRACTORS

W. L. VAN HORN

OFFICE: 810 UNION STREET
PHONE [redacted]
THE DALLES, OREGON 97058
296-6121

May 3, 1967

Oregon State Highway Commission
Salem, Oregon

Attachment for Form No. E-320 - Request for Increase in Number of Workdays to complete Construction on Contract No. 6933, Toilet Buildings Lewis & Clark and Starvation Creek State Parks.

Gentlemen:

We respectfully request an extension of time from December 1, 1966 to May 1, 1967 to complete our contract without assessment of liquidated damages due to the following mitigating circumstances:

Please note that the project was shut down from December 9, 1966 to April 24, 1967 by order of the Resident Engineer.

1. One additional working day is requested for re-routing of the water line as required by Change Order No. 1.

2. One more working day is requested for installation of the additional water line as covered by Change Order No. 2.

3. An extension of 14 days is requested due to the delay by The State Highway Department in approving the Glu-Lam beam details.

4. An extension of 10 days is requested due to delay in receiving the executed contract from The State Highway Department, which in turn, delayed issuing of purchase orders and required submittals and shop drawings.

5. Due to inclement weather during the month of November, 1966 (which was beyond our power or control) it was impossible to complete the exterior painting. A ten day time extension on our contract is requested on this account.

6. The water and electric service required in order to test the water lines and the electric heating cables as per the Special Provisions was not available at Starvation Creek. These utilities were to be provided by the State Highway Department as per plans and specifications. Therefore we feel that the time extension should be granted without penalty.

Yours very truly,

Van Horn-Ross, Inc., d.b.a.
MID-STATE CONSTRUCTION CO.
W. L. Van Horn
By W. L. Van Horn, President

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

6933

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 1, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 5
June 8, 1967 meeting

Gentlemen:

Mid-State Construction Company, contractor for construction of park facilities at the Starvation Creek State Park in Hood River County and the Lewis and Clark State Park in Multnomah County (on the Columbia River Highway) Contract No. 6933, has requested that the date for completion of the work be advanced from the specified date of November 30, 1966, to the actual date of May 1, 1967, without assessment of liquidated damages.

The contractor cites delays occasioned by extra work added, approval of shop details, return of executed contracts, and inclement weather as his reasons for failure to complete the work on time.

Operations were delayed two days because of extra work added, no delays due to approval of shop drawings and no delays due to return of executed contracts. As to inclement weather, the work was essentially complete except for corrective work on the exterior painting December 9, 1966, nine days after the specified completion date. As weather conditions were not suitable for painting at that time, a stop work order was issued effective that date. This stop work order was relinquished by notice to the contractor on April 24, 1967, which notice gave the contractor a 10-day organization period or to May 4 before resumption of excess time count. The contractor returned to work immediately upon receipt of the notice and completed all work on May 1, 1967.

I recommend that the completion date of the contract be extended to May 1, 1967. This will mean that the contractor will be charged seven days of liquidated damages at $50 per day or $350.

This matter will be on the agenda for the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. W. Rulien

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 2 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

FORM S-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Lewis and Clark and Starvation Creek State Park		WEEK ENDING: May 6, 1967
		SECTION PREFIX: 26-3333
HIGHWAY: Columbia River		COUNTY: Multnomah and Hood River
NAME OF JOB: Lewis and Clark and Starvation Creek State Park	KIND OF WORK: Toilet Building Construction	
CONTRACTOR: Mid-State Construction Company	CONTRACT NUMBER: 6933	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: September 6, 1966	DATE WORK STARTED: September 29, 1966	ESTIMATED COMPLETION DATE: May 1, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION: 1	SPECIFIED WORK DAYS: N.A. / SPECIFIED CALENDAR DAYS: N.A.	WORK DAYS USED: N.A. / CALENDAR DAYS USED: N.A.
	SPECIFIED COMPLETION DATE: November 30, 1966	PERCENT OF TIME ELAPSED: 100% + 151 Calender Days
PROJECT AUTHORIZATION: $ 37,406.02	ENGINEERING AUTHORIZATION: $ 2,659.98	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 34,746.04	ENGINEERING COST TO DATE: $ 2,579.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96.4%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 33,504.22		DATE PROJECT WAS COMPLETED: May 1, 1967
ESTIMATED PERCENT: OVERRUN / UNDERRUN 3.6%	PERCENT OF AUTHORIZATION 97 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Two Pickups

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Lewis & Clark		Starvation Creek				
PERCENT	100%		100%				

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4-30	Cloudy Mild			
MONDAY 5-1	Cloudy Mild			
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 4-30	
MONDAY 5-1	Starvation; Finished replacing damaged wall tile; cleaning site, etc. Lewis & Clark; Electrical system repaired and tested. Finished replacing damaged wall tile; cleaning site, etc. All work complete in both buildings.
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	No activity
SATURDAY	

REMARKS

All work complete as of May 1, 1967.
Final weekly report.

RECEIVED
MAY 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE PLANS
SECTION

BRIDGE DIVISION
MAY 8 - 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED E Lobig LOCATION Aloha, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

FORM S-128

RECEIVED
SEP 23 1966

GLENN L. JACKSON, CHAIRMAN
McMINNVILLE

KENNETH N. FRIDLEY, MEMBER
MEDFORD

DAVID B. STIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

21-3-3
6933

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

September 23, 1966

Mid-State Construction Co.
810 Union Street
The Dalles, Oregon 97058

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6933 for installation of toilet buildings in the Lewis and Clark and Starvation Creek State Parks on the Columbia River Highway in Multnomah and Hood River Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc Mr. C. R. Rathbun
Resident Agent
McLaughlin Building
1220 S. W. Columbia
Portland 1, Oregon

Thomas R. Hodson
500 Washington Street
The Dalles, Oregon

RECEIVED
MAY 25 1966
FOR FILING

26-3355

6955

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 19, 1966

NOTED
D. TALBOT

SUBJECT: Starvation Creek State Park
Rest Stop Toilet Building

To:
Mr. David G. Talbot
State Parks Superintendent
OFFICE

It is evident that there will be an immediate need for a rest room facility for roadside rest stop purposes at Starvation Creek State Park as soon as the new Off-and-on ramp from the Columbia River Highway is provided. The site is the first rest stop opportunity in the twenty three miles of eastbound travel beyond Multnomah Falls.

It is also convenient to get in and out, and is readily visible from the highway. Such a building next to the parking area will also serve the picnic and other uses of this park in the future.

It is recommended that a toilet building at Starvation Creek be included with the present emergency contract projects to be let this year.

Richard I. McCosh
Assistant State Parks
Superintendent

RIM:hl

Check with Construction Division for possible conflicts between contractors. It seems clear to build a toilet building contract and let it be covered by contract with all speed possible.

RECEIVED
MAY 23 1966
OFFICE OF
STATE HWY ENGINEER

Original returned to Talbot 5-23-66

NOTED
LLOYD P. SHAW

11-1110 Rufus-Arlington Sec., Col. L. 1966
#6934 Hwy. (Roadside seeding and fertilizing)

RECEIVED
DEC 14 1966
FOR FILING

11-1110

6934

December 13, 1966

St. Paul Fire & Marine Ins. Co.
Portland Branch Office
1500 N.E. Irving St.
Portland, Oregon 97232

Gentlemen:

Contract No. 6934 awarded to Western Landscaping, for roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties was completed on October 23, 1966, and accepted by the Highway Commission on December 12, 1966.

Final payment in the amount of $673.00 will be released to the contractor after December 20, 1966. The total contract amount is $13,460.00 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Cuery, Secretary
OREGON STATE HIGHWAY COMMISSION

mln

cc Western Landscaping
19601 Scriber Lake Road
Lynnwood, Washington 98036

Baldwin Insurance Agencies
P.O. Box 2256
Everett, Washington

Attention: Mr. Wayne R. Baldwin

bcc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
DEC 13 1966

11-1110
6934

December 12, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed October 23, 1966, on Contract No. 6934. The contract was with Western Landscaping and was for roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway in Gilliam and Sherman Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 12, 1966, and that you concur in this procedure at the Commission meeting on December 19.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
J. F. Putnam
A. F. Parson

bg

RECEIVED
DEC 6 - 1966

FOR FILING
11-1110
6934

NWDCO-CA

23 November 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation of Oregon Highway Facilities,
John Day Project - Acceptance of Work
under State Contract No. 6934

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Dear Mr. Cooper:

Receipt is acknowledged of your letter dated 27 October 1966 to this office advising that all contract work under State Contract No. 6934, Roadside Seeding and Fertilizing, Rufus-Arlington Section, was completed on 23 October 1966.

I concur in the acceptance of the work as of the above completion date.

Sincerely yours,

NOTED
F. B. KLABOE

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

Sig to Morgan
12-1-66

12-5-66
REFERRED TO
Young
Asst. State Hwy. Engr.

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Rufus - Arlington		WEEK ENDING: November 11, 1966
		SECTION PREFIX: 11-1110
HIGHWAY: Columbia River		COUNTY: Sherman and Gilliam
NAME OF JOB: Roadside Seeding and Fertilizing	KIND OF WORK: Seeding and Fertilizing	
CONTRACTOR: Western Landscaping	CONTRACT NUMBER: 6934	FEDERAL AID PROJECT NUMBER: none
DATE OF CONTRACT: September 14, 1966	DATE WORK STARTED: October 18, 1966	ESTIMATED COMPLETION DATE: October 23, 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 15,142.50	SPECIFIED COMPLETION DATE: November 15, 1966	PERCENT OF TIME ELAPSED: 28
EXCLUSIVE OF ENGINEERING: $ 14,065.70	ENGINEERING AUTHORIZATION $ 1,076.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 13,460.00	ENGINEERING COST TO DATE $ 795.01	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: [redacted] UNDERRUN 8.9 %	PERCENT OF AUTHORIZATION 76.8 %	DATE PROJECT WAS COMPLETED: October 23, 1966

Semi-Final was submitted November 7, 1966.

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Seed.&Fert. 100	
			Seed.&Fert. [redacted]	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			28.4				
MILES PARTIALLY COMPLETED							
MILES COMPLETED			28.4				
TOTAL ESTIMATED [redacted] (CONTRACT)		Cost	$15,142.50				
TOTAL [redacted] CORRECTED TO DATE		Cost	14,255.01				
ESTIMATED [redacted] TO DATE		Cost	14,255.01				
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy			
MONDAY	Cloudy			
TUESDAY	Cloudy			
WEDNESDAY	Cloudy			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY				

RECEIVED
NOV 14 1966
CONSTRUCTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-Final submitted November 7, 1966, sent test result summary and certification of materials November 10, 1966.

This will be the last weekly report on this project.

SIGNED J. E. Haugen LOCATION The Dalles, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
OCT 20 1966
COMMISSIONER'S OFFICE

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. [illegible]
[illegible]
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

11-111D
6434

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 20, 1966

Western Landscaping
19801 Scriber Lake Road
Lynnwood, Washington 98036

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6934 for roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc St. Paul Fire & Marine Insurance Company

Baldwin Insurance Agencies
Attn: Wayne R. Baldwin
P. O. Box 2258
Everett, Washington

FORM E-123X SOM 6-63

RECEIVED
NOV 7 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

11-III-D

6434

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 13 1966
CONSTRUCTION
DIVISION

2-7-5-B

Yellow

Routing

Peabody E
Moralock
Trout
Scott
Wills
Litchfield
Olson

September 14, 1966

Western Landscaping
19801 Scriber Lake Road
Lynnwood, Washington 98036

Bid Dept

Gentlemen:

The State Highway Commission on September 6 accepted your proposal for roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway in Sherman and Gilliam Counties for the sum of $13,460.00 and referred it to the State Highway Engineer with authority to award the contract as soon as approval of the U. S. Corp of Engineers is received.

Approval has been received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6934. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract. Our Legal Division has advised it is necessary that all three of the individuals of the joint venture must sign the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The completion date on this contract is November 15, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

Enc. (3)
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash., and Portland, Ore.

bcc Frank Morgan
L. H. Young
C. D. Matthis (SIAC)
I. D. Merchant
Mark Astrup
J. F. Putnam
J. S. Sawyer

RECEIVED
SEP 6 - 1966
FOR FILING
11-111
6251

September 2, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Reference is made to our proposed contract "Rufus-Arlington Section, Roadside Seeding and Fertilizing" on the Columbia River Highway in the area of the John Day Lock and Dam Project and to your letter of August 3, 1966 authorizing us to proceed with this proposal.

Bids were received on this project September 1, 1966. The low bidder was Western Landscaping of Lynnwood, Washington.

In accordance with Article 5, paragraph d of Contract No. DA-45-164-CIVENG-61-103, we have applied the actual bid prices to the previously agreed upon quantities. The respective obligations are as follows:

Total Contract including 12-1/2% Engineering & Contingencies		$15,142.50
Oregon State Highway Department obligation:		
12 per cent Refertilizing	687.60	
3 per cent of Seeding	231.90	
	$ 919.50	
5 per cent Preliminary Engineering	45.98	
10 per cent Construction Supervision and Inspection	91.95	
Total Oregon State Highway Department obligation		$ 1,057.43
Total Corps of Engineers Obligation		$14,085.07

The attached sheets show the tabulation of actual bids received.

Since the awarding of this contract is contingent upon your approval, your early attention to this matter will expedite this job.

Very truly yours,

Forrest Cooper
State Highway Engineer

DLT:fp
Enclosures
bc F. D. Morgan
L. H. Young
J. F. Putnam
A. F. Parson
J. S. Sawyer

OREGON STATE HIGHWAY DEPARTMENT

Summary of Bids Received and Construction Authorization

Project: RUFUS-ARLINGTON SECTION — F. A. Project No.

Highway: COLUMBIA RIVER HIGHWAY — Engineer's Estimate

County: SHERMAN GILLIAM — Date Bids Received

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
WESTERN LANDSCAPING VANCOUVER WASHINGTON	[illegible]
EVERGREEN HELICOPTERS INC CHEHALIS WASHINGTON 98532	13,031.00

* Bidder will not accept award of more than two contracts at this letting and will not accept award of contracts totaling more than $ 10,000.00 at this letting.

ALL ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION	ENGINEER'S RECOMMENDATION
Contract amount . . . . . $ 3,460.30	
Additional anticipated items:	

County SHERMAN GILLIAM Date Bids Received

NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
WESTERN LANDSCAPING LYNNWOOD WASHINGTON	13,460.00
EVERGREEN HELICOPTERS INC MCMINNVILLE 97128	13,621.00

* Bidder will not accept award of more than two contracts at this letting and will not accept award of contracts totaling more than $ 10,000.00 at this letting.

* IF ABOVE ENGINEERS ESTIMATE

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 13,460.00

Additional anticipated items:

Subtotal	$ 13,460.00
Contingencies and engineering (12½%) . .	1,682.50
Total	$ 15,142.50
Add for maintenance rock	
Total construction authorization . .	$ 15,142.50

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

Date

01	WESTERN LANDSCAPING LYNNWOOD WASHINGTON	13,460.00	616	16 COND
02	EVERGREEN HELICOPTERS INC MCMINNVILLE 97128	13,631.00	608	16

09/01/66 JOB NO. 16

LOW BIDDER610

NO.	ITEM NAME	QUANTITY	UNIT	UNIT BID	AMOUNT	608
1	RDSD SDING INCL FERTILIZR & SEED	1.000	LUMP SUM	7730.00	7,730.00	6656.00
2	RDSD FERTILIZING INCL FERTILIZER	1.000	LUMP SUM	5730.00	5,730.00	6975.00
	TOTAL BID				13,460.00	13,631.00

RECEIVED
AUG 11 1966
FOR FILING

11-1110

6934

August 10, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Dear Sir:

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam
Columbia River Highway

Reference is made to your letter dated August 3 regarding the proposed roadside seeding and fertilizing on the Rufus-Arlington Section of the Columbia River Highway.

This letter is to confirm the deletion of 22 acres of fertilizing in the Arlington area, and the revised share percentages on re-fertilizing to 68 percent Corps-12 percent State. These percentages will be used for the bid item "Roadside Fertilizing, Including Fertilizer". The 97 percent Corps share and 3 percent State share will be used for the bid item "Roadside Seeding, Including Fertilizer and Seed". The costs will be adjusted after the actual bid prices are known.

Enclosed are six copies of the revised Sheet 12 of the plans that show the correct area for re-fertilizing.

Your prompt action in approving the proposed plans for this project is greatly appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

CC: Forrest Cooper
R. L. Porter
F. D. Morgan
J. F. Putnam (Enc.)
A. F. Parsen "
J. S. Sawyer "

Enclosures

DEK:fp srb

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

3 August 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation I-80N Oregon State Highway,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

Reference is made to your letter of 27 July 1966 which transmitted plans, specifications and cost obligation proportions for the seeding and fertilizing on Interstate Highway 80N, which is being relocated as a part of the John Day Project. Since receiving your letter, Mr. Don Trout of your staff has called relative to the deletion of 22 acres of fertilizing in the vicinity of Arlington as this area is currently being protected by your forces under Work Order procedures. This change revises the percentages on refertilizing to 88 percent Corps share, and 12 percent State share.

You are advised that I have signed the drawings and you are authorized to proceed with the advertisement of this work. The revised cost sharing is as follows:

Total Contract including Engineering and Contingencies	$14,574.38
Oregon State Highway Department Obligation	
12 percent refertilizing	714.60
3 percent of seeding	210.00
	924.60
5 percent preliminary engineering	46.23
10 percent construction supervision and inspection	92.46

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

3 August 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation I-80N Oregon State Highway,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

Dear Mr. Cooper:

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Oregon State Highway Department Obligation	
12 percent refertilizing	714.60
3 percent of seeding	210.00
	924.60
5 percent preliminary engineering	46.23
10 percent construction supervision and inspection	92.46

NPWEN-RL 3 August 1966
Mr. Forrest Cooper

Estimated Total Oregon State Highway Department Obligation 1,063.29

Estimated Total Corps of Engineers Obligation $13,511.09

Sincerely yours,

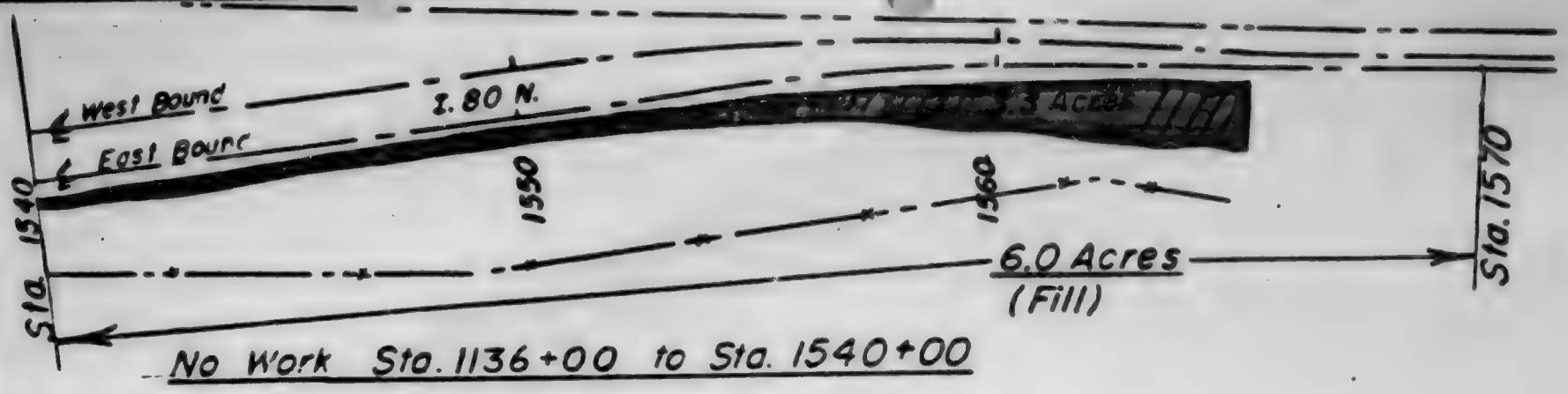
FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

1 Incl (12 sheets)
Plans, specs & est w/d

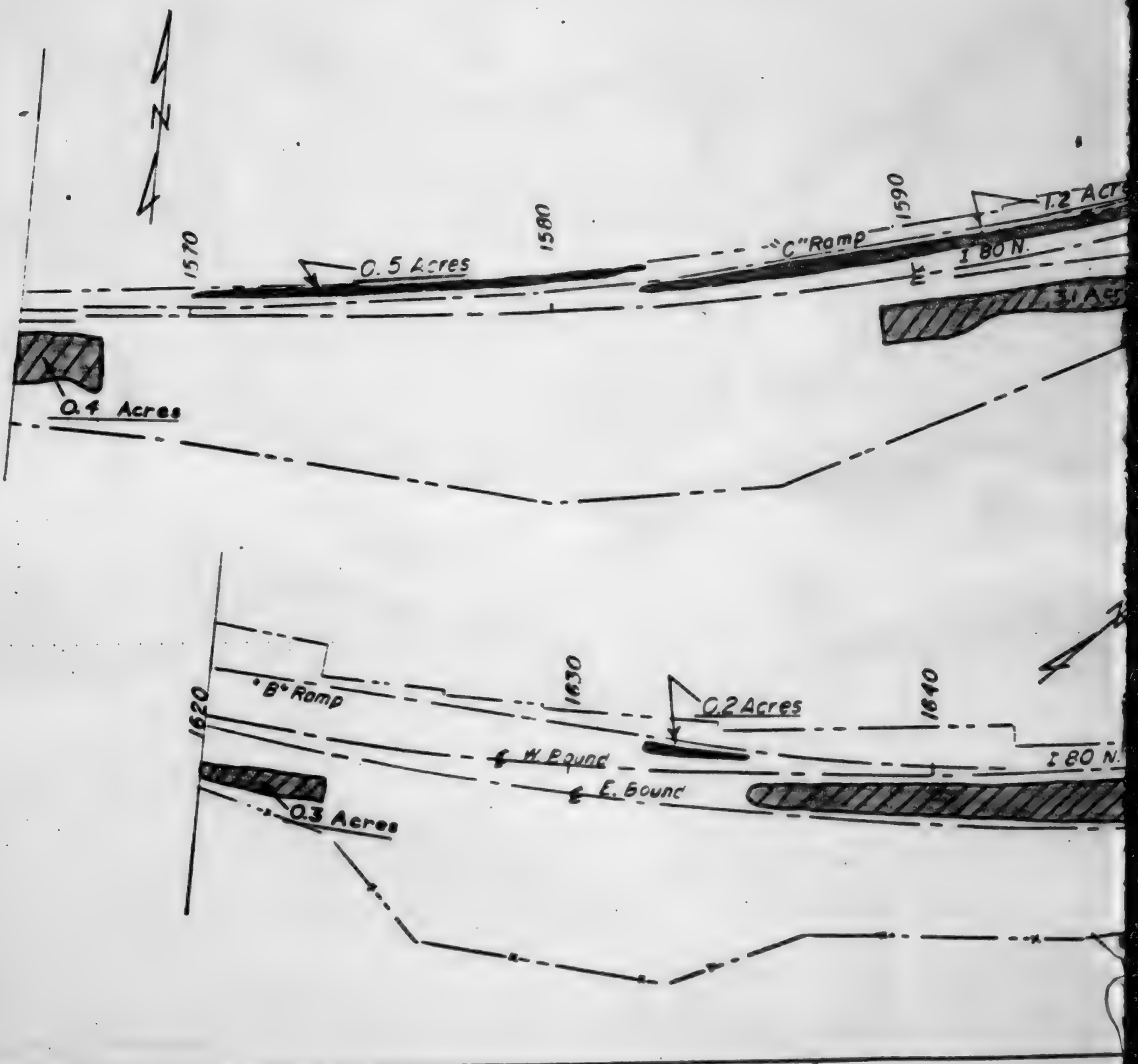
RECEIVED
AUG
OFFICE OF
STATE HIGHWAY ENGINEER

2

RECEIVED
AUG - 5 1966
OREGON
STATE HIGHWAY COMMISSION



No Work Sta. 1136+00 to Sta. 1540+00

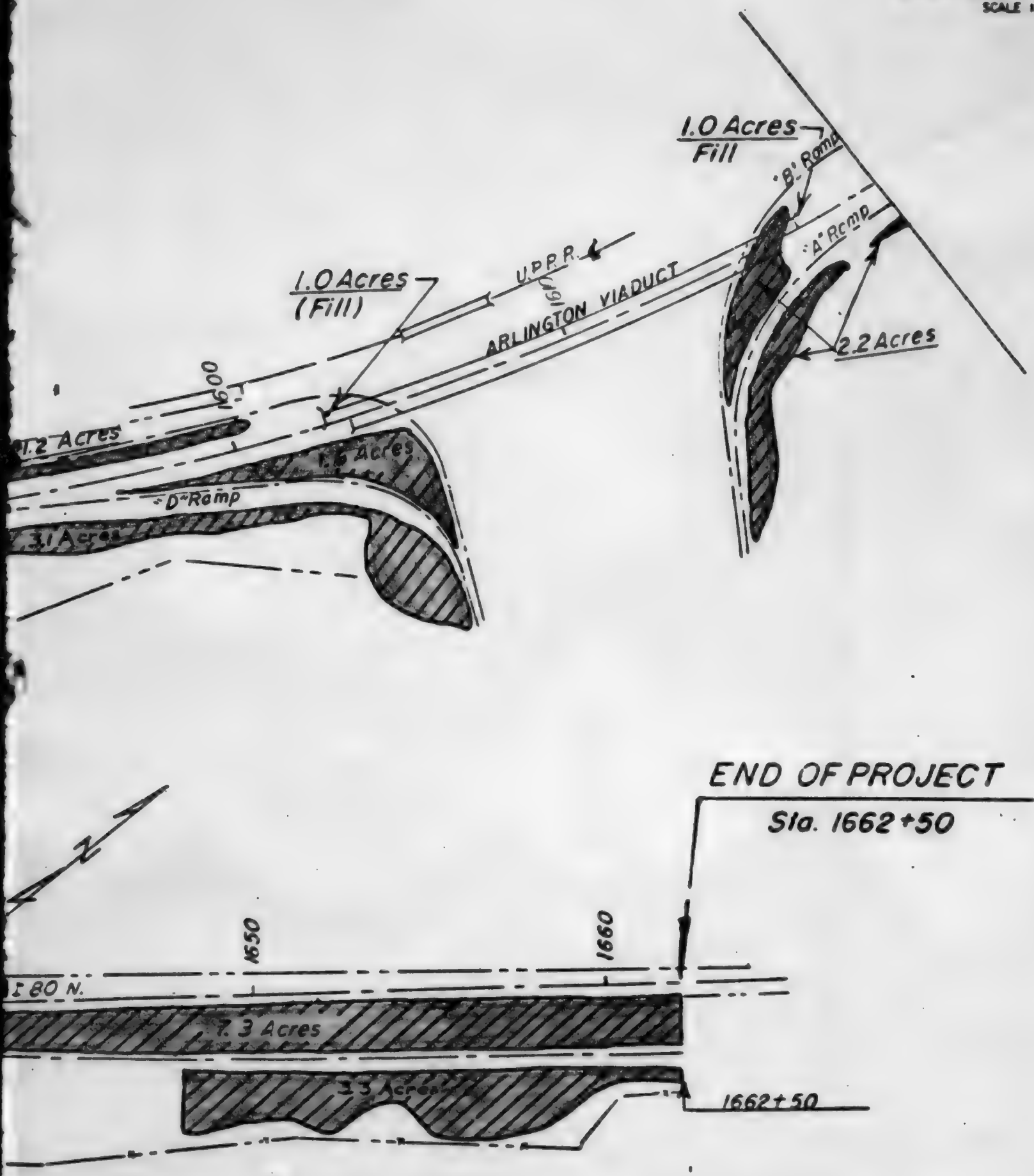


9V-102

RUFUS – ARLINGTON COLUMBIA RIVER HIGHWAY SHERMAN & GILLIAM COUNTIES				SHEET No. 12
FED ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON	STATE		See Above

Revised Area August 5, 1966

SCALE IN FEET



APPROVED DATE: 8/4/66	APPROVED DATE: 7/22/66
COLONEL, C.E., DISTRICT ENGINEER	STATE HIGHWAY ENGINEER

RECEIVED
AUG 9 - 1966
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

ADDRESS REPLY TO
THE DISTRICT ENGINEER
NOT TO INDIVIDUALS

NPWEN-RL

3 August 1966

Re: Contract No. DA-45-164-CIVENG-61-103
Relocation I-80N Oregon State Highway,
John Day Project

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Center & Capitol Streets
Salem, Oregon 97310

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Reference is made to your letter of 27 July 1966 which transmitted plans, specifications and cost obligation proportions for the seeding and fertilizing on Interstate Highway 80N, which is being relocated as a part of the John Day Project. Since receiving your letter, Mr. Don Trout of your staff has called relative to the deletion of 22 acres of fertilizing in the vicinity of Arlington as this area is currently being protected by your forces under Work Order procedures. This change revises the percentages on refertilizing to 88 percent Corps share, and 12 percent State share.

You are advised that I have signed the drawings and you are authorized to proceed with the advertisement of this work. The revised cost sharing is as follows:

Total Contract including Engineering and Contingencies	$14,574.38
Oregon State Highway Department Obligation	
12 percent refertilizing	714.60
3 percent of seeding	210.00
	924.60
5 percent preliminary engineering	46.23
10 percent construction supervision and inspection	92.46

NOTED
F. B. KLABOE

copies
REFERRED TO
Morgan - Young - Trout
By Asst. State Hwy. Engr.
8-9-66

NPWEN-RL
Mr. Forrest Cooper

3 August 1966

Estimated Total Oregon State Highway Department Obligation 1,063.29

Estimated Total Corps of Engineers Obligation $13,511.09

Sincerely yours,

FRANK D. McELWEE
Colonel, Corps of Engineers
Contracting Officer

1 Incl (12 sheets)
Plans, specs & est w/d

RECEIVED
AUG 5 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG - 5 1966
OREGON
STATE HIGHWAY COMMISSION

original to
Don Keyes w/encl.
8-5-66

RECEIVED
AUG 1 - 1966
FOR FILING
11-1112
"
6734

July 27, 1966

District Engineer
Corps of Engineers
Building 602, City-County Airport
Walla Walla, Washington 99362

Re: Contract No. DA-45-164-CIVENG-61-103
John Day Lock and Dam
Columbia River Highway

Dear Sir:

Reference is made to our proposed contract "Rufus-Arlington Section, Roadside Seeding and Fertilizing" on the Columbia River Highway in the area of the John Day Lock and Dam Project.

Your participation is requested in this contract as outlined in Article 3, paragraph b of Contract No. DA-45-164-CIVENG-61-103.

Enclosed are the original plan sheet drawings for your review and signature of approval, copies of contract specifications, and copies of plans and estimates showing split of quantities for the Corps of Engineers' and State's obligations.

You will notice on the plans that the same areas between Stations 160+00 to 371+20, 387+00 to 852+00, and 1540+00 to 1662+50 that were seeded and fertilized on a contract approximately a year and a half ago are to be refertilized under this contract. This is a normal procedure that is followed on this type of work. The area between Stations 852+00 to 1136+00, Quinton to Blalock, that is to be seeded and fertilized under this contract will have to be refertilized in the future.

The areas to be refertilized or seeded and fertilized are listed along the centerline by a line and approximate stationing for the fill slopes and cross hatched for the cut slopes. Both of these areas were determined in the field and worked up from cross sections. The Corps of Engineers' obligation is indicated with green and the State's obligation with red. The State's area has been designated as all the work from the beginning of the project to Station 202+00,

the areas to be covered along the westbound off and on legs of the West John Day River Interchange, and the State's betterment areas of right of way as shown on Exhibit "D" in Contract No. DA-45-164-CIVENG-61-103 where these betterment areas are in the area to be refertilized or seeded and fertilized. The remaining areas have been designated as the Corps of Engineers' responsibility.

The percentage of the total acres to be refertilized for the Corps of Engineers is 89 and 11 for the State. The percentage of the total acres to be seeded and fertilized for the Corps of Engineers is 97 and 3 for the State.

The following summary shows the estimated obligation split. The actual cost will be adjusted by the above percentages based on the actual bid prices.

Total Contract including Engineering and Contingencies		$14,574.38
Oregon State Highway Department Obligation (11% of Refertilizing and 3% of Seeding and Fertilizing exclusive of Engineering and Contingencies)	$665.05	
+5% Preliminary Engineering	43.25	
+10% Construction Supervision & Inspection	86.51	
Total Oregon State Highway Department Obligation		994.81
Total Corps of Engineers' Obligation		$13,579.57

It will be necessary that we receive your approval on this matter not later than August 5, 1966 in order that the schedule of taking bids can be met for this project on September 1, 1966. Your early attention to this matter will be appreciated.

Very truly yours,

DEK:bjm
encs.

cc: F. D. Morgan
J. F. Putnam
A. F Parsons
J. S. Sawyer

Forrest Cooper
State Highway Engineer

3-3309 McIver State Park (Park facilities) 1966

6935

RECEIVED
DEC 14 1967
FOR FILING

3-3309

6935

December 13, 1967

Hutchinson, Schwab & Burdick
Attorneys at Law
1200 Oregon National Building
Portland, Oregon 97205

NOTE ON CARD
wln

Gentlemen:

This is to acknowledge receipt of a copy of your letter of December 11 addressed to the Secretary of State and attached copy of Notice of Claim which states that Lee Construction Company owes your client, Mannan Building Supplies, Inc., $300 for labor and materials.

Your claim mentions that this is in connection with the Lee Construction Company Contract No. 6935 for park facilities in McIver State Park in Clackamas County.

The Reliance Insurance Company through Jewett, Barton, Leavy & Kern, Failing Building, Portland 4, Oregon, furnished the performance bond on this contract. We will advise the surety, agent and principal contractor of the receipt of this claim.

The Secretary of State's Office has informed us that this claim was received in his office and filed on December 12, 1967, and was assigned his File No. 4348.

Please advise this office when the Mannan Building Supplies, Inc., claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

cc Reliance Insurance Company
Jewett, Barton, Leavy & Kern
Lee Construction Co.
Commissioners
Secretary of State

HUTCHINSON, SCHWAB & BURDICK
ATTORNEYS AT LAW
1200 OREGON NATIONAL BUILDING
SIX TEN SOUTHWEST ALDER STREET
PORTLAND, OREGON 97205
TELEPHONE 226-2926

DENTON O. BURDICK, JR.
DWIGHT L. SCHWAB
HAROLD B. HUTCHINSON

December 11, 1967

Secretary of State
State of Oregon
Salem, Oregon

Gentlemen:

We represent Mannan Building Supplies, Inc. a subcontractor under Lee Construction Company on State Highway Commission project McIver State Park, contract No. 6935. Our client is unpaid for labor and materials furnished and therefore, pursuant to statute, files its Notice of Claim against the bond herewith. It would be appreciated if the Secretary of State and the Secretary of the State Highway Commission could confirm to this office receipt of the Notice of Claim and the filing thereof.

Yours very truly,

Harold B. Hutchinson, of
HUTCHINSON, SCHWAB & BURDICK

HBH:jh
Enclosure

cc: Secretary
State Highway Commission
State of Oregon
Salem, Oregon
cc: Mannan Building Supplies, Inc.
P. O. Box 3841
Portland, Oregon 97208
Attn: Mr. W. R. Mannan, President
cc: Mr. James W. Lock
Gustafson & Lock
Attorneys at Law
515 N. E. Roberts
Gresham, Oregon

File # 4348
12-12-67
Sec. of State

RECEIVED
DEC 12 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

NOTICE OF CLAIM

TO: SECRETARY OF STATE, STATE OF OREGON
and
STATE HIGHWAY COMMISSION, STATE OF OREGON

NOTICE HEREBY IS GIVEN that the undersigned, MANNAN BUILDING SUPPLIES, INC., has a claim for labor and materials in the furnishing and installation of toilet partitions furnished and performed by Mannan Building Supplies, Inc. for LEE CONSTRUCTION COMPANY in the sum of $300 against the bond taken from The Reliance Insurance Co. for the work of the construction by the State Highway Commission of the State of Oregon of McIver State Park, Contract No. 6935.

DATED at Portland, Oregon, this 27 day of November, 1967.

MANNAN BUILDING SUPPLIES, INC.

By W. R. Mannan
W. R. Mannan
President

RECEIVED
SEP 8 - 1967
FOR FILING
3-3309
6935

September 8, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

A post-final payment for $2,100.00 will be made to Lee Construction Co. on Contract No. 6935 for facilities in McIver State Park in Clackamas County, as soon as the warrant is prepared.

The total amount paid on this contract will be $76,620.96, including the post-final payment. Of the total, $327.10 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Lee Construction Co.
545 Cedar Street
Fairview, Oregon 97024

Jewett, Barton, Leavy & Korn
Failing Bldg.
Portland 4, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
SEP 19 1967
FOR FILING
3-3309
6935

August 29, 1967

Lee Construction Company
545 Cedar Street
Fairview, Oregon 97024

#4

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6935 for work in McIver State Park in Clackamas County.

After considering the recommendation of the Engineer and other available information, the Commission granted a 28-day extension.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm

cc L. W. Rulien
Warren Mueller
L. H. Young
Ivan Merchant
C. H. Maison

RECEIVED
AUG 24 1967
FOR FILING

3-3309

6935

August 23, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
August 29, 1967 Meeting

Gentlemen:

The Lee Construction Company, contractor for the construction of park facilities at McIver State Park in Clackamas County, Contract No. 6935, has requested that he be granted an additional 34 calendar days to complete the contract work without assessment of liquidated damages.

The contractor cites unfamiliarity with State regulations concerning starting the work, plan changes, extra work added and inability to secure critical materials as his reasons for failure to complete the work on time.

The specified completion date for the contract was March 1, 1967. The work was actually completed April 3, 1967. The overrun in time is 33 calendar days.

Plan changes consisting of revisions to the septic tank drain field to suit State Department of Health regulations, underground electric service leads in lieu of above ground leads, additional tile in the building and time involved in securing critical materials for plumbing fixture added to the work delayed the contractor 28 days.

I recommend that the contractor be granted a 28-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining five days. This waives an assessment of $2,100 and does assess the contractor $375 liquidated damages.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
L. W. Rulien

CAG:jf ja

OREGON STATE HIGHWAY COMMISSION

RECEIVED
OCT 26 1966
AM PM
7 8 9 10 11 12 1 2 3 4 5 6

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6935 Contractor Lee Construction Co.

Highway —

Section McIver State Park

Kind of Work Park Facilities

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 28 day extension without assessment of liquidated damages account plan changes and extra work added to contract. Assess liquidated damages for remaining 5 days.

Recommended for Approval:

Allan C. Howard
Division Engineer

Ivan V. Mueleman
Construction Engineer or Bridge Engineer

[illegible]
State Highway Engineer

Contract No. 6935

Project designation State
State-Federal

Date awarded Sept. 29, 1966

Work started October 17, 1966

Per cent completed 100% - 4/3/67
Date

Specified Completion Date March 1, 1967

No. of Workdays Used 33 aditional days to 4/3/67

No. of Added Workdays Requested 33

B-330 (Rev.)—5M—9-66

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date May 18, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 153 days to 187 days, within which to complete our Contract No. 6935, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached explanation sheet, and letter from Peterson Sheet Metal & Plumbing Company.

Respectfully submitted,

Lee Construction Company
Contractor

By James D. Robinson, Jr.
James D. Robinson, Jr. Partner

CONSENT OF SURETY

Date June 5, 1967

We, RELIANCE INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Reliance Insurance Company
By: James P. Dooney
James P. Dooney Attorney-in-fact

J. B. L. & K. CORPORATION (SEAL)

Resident Agent

RECEIVED
JUN 16 1967
FOR FILING

3-2204
6935

June 16, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6935 awarded to Lee Construction Company for park facilities in Helver State Park in Clackamas County was completed on April 3, 1967, and accepted by the Highway Commission on June 15, 1967.

Final payment in the amount of $3,615.75 will be released to the contractor after June 23, 1967. The total contract amount is $74,520.96 including $327.10 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc Lee Construction Company
545 Cedar Street
Fairview, Oregon 97024

Jewett, Barton, Leavy & Kern
Failing Building
Portland 4, Oregon

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
JUN 16 1967
FOR FILING

3-3307
6935

June 15, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 3, 1967, on Contract No. 6935. The contract was with Lee Construction Company and was for construction of park facilities at Molver State Park in Clackamas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 15, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Lloyd P. Shaw
F. E. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. W. Rulien

srb jw

FORM E-1 (REV. 5-63)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

BRIDGE NUMBER:

WEEK ENDING: April 7, 1967

SECTION: McIver State Park

SECTION PREFIX: 3-3309

HIGHWAY:

COUNTY: Clackamas

NAME OF JOB: McIver State Park

KIND OF WORK: Park Facilities

CONTRACTOR: Lee Construction Company

CONTRACT NUMBER: 6935

FEDERAL AID PROJECT NUMBER: State

DATE OF CONTRACT: September 29, 1966

DATE WORK STARTED: October 17, 1966

ESTIMATED COMPLETION DATE: April 3, 1967

Completion Date: March 1, 1967

WORK DAYS USED: 179

AVERAGE FORCE ON PROJECT FOR THE WEEK:

MEN: 1 SUPERVISION:

PERCENT OF TIME ELAPSED: 117.7

PROJECT AUTHORIZATION: $ 82,198.12

ENGINEERING AUTHORIZATION: $ 5,845.20

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST

EXCLUSIVE OF ENGINEERING: $ 76,352.92

ENGINEERING COST TO DATE: $ 7,146.95

ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 76,995.96

PERCENT OF AUTHORIZATION: 122.3%

100%

ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0.8%

DATE PROJECT WAS COMPLETED: April 3, 1967

ESTIMATED PERCENT COMPLETE

CLEARING	DRAINAGE	GRADING	STRUCTURES	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

	WEATHER	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair		
MONDAY	Cloudy A.M. Rain P.M.		
TUESDAY	Rain		
WEDNESDAY	Rain		
THURSDAY	Fair		
FRIDAY	Fair		
SATURDAY	Fair		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Work
MONDAY	Completed the electrical wiring. Inspection made by Mr. Rear and Mr. Harwood.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	No Work

REMARKS

Mr. Rear and Mr. Harwood made final inspection on April 3, 1967.

Job complete except for miscellaneous cleanup as found by inspection April 3, 1967.

Work count stopped Monday April 3, calendar day.

Bridge ✓
Division

RECEIVED
APR 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
[illegible] 1967
STATE PARKS
DEPARTMENT

SIGNED Howard E. Mueller

ADDRESS Lake Oswego, Oregon

SEND ORIGINAL TO SALEM OFFICE, (BRIDGE SEND ORIGINAL AND COPY TO SALEM), ONE COPY TO DIVISION ENGINEER, AND RETAIN ONE COPY FOR YOUR OWN FILE. MAIL ON SATURDAY EACH WEEK EARLY ENOUGH TO REACH SALEM OFFICE BY MONDAY, A.M.

RECEIVED
OCT 19 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEM

3-3709

6935

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. HOLDE
CHIEF COUNSEL

October 19, 1966

Lee Construction Company
545 Cedar Street
Fairview, Oregon 97204

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6935 for installation of park facilities in the McIver State Park in Clackamas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc Reliance Insurance Company

Jewett, Barton, Leavy & Kern
Sailing Building
Portland 4, Oregon

6-3327 Sunset Bay State Park 1966
(Park facilities)
#6936

RECEIVED
OCT 9 - 1967
FOR FILING

6-3327
6936

September 29, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6936 awarded to Fred Jensen for park facilities at the Sunset Bay State Park in Coos County was completed on April 8, 1967, and accepted by the Highway Commission on July 18, 1967.

Final payment in the amount of $3,891.53 was released to the contractor after July 27, 1967. The total contract amount was $84,142.58 including $1,053.85 for work performed under force account.

No claims for labor or material have been filed with us.

This letter is for your records only as the final payment has already been mailed to the contractor. We are very sorry for the delay in advising you of this, but our letter was sent to the wrong surety, and it has just now been called to our attention that this error was made.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Mead, Assistant Secretary

CC Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

flm

RECEIVED
JUL 26 1967
FOR FILING

6-3327
6936

July 26, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $2,850.00 will be made to Fred Jensen on Contract No. 6936 for park facilities in Sunset Bay State Park in Coos County as soon as the warrant is prepared.

The total amount paid on this contract will be $86,992.58 including the post-final payment. Of the total $1,053.85 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C.W. Head, Assistant Secretary

fkm
cc Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

C.H. Maison
Attn: John Herr

RECEIVED
JUL 20 1967
FOR FILING
6-3307
6936

July 20, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6936 awarded to Fred Jensen for park facilities at the Sunset Bay State Park in Coos County was completed on April 8, 1967, and accepted by the Highway Commission on July 18, 1967.

Final payment in the amount of $3,891.53 will be released to the contractor after July 27, 1967. The total contract amount is $84,142.58 including $1,053.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

go

cc: Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon

Ward Cook-Rodgers Insurance Co.
534 S. W. 3rd Avenue
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 19 1967
FOR FILING
6-3327
6936

July 18, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 8, 1967, on Contract No. 6936. The contract was with Fred Jensen and was for construction of park facilities at the Sunset Bay State Park in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 18, 1967.

This matter will be on the agenda for confirmation at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R.L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

SRB:cp

A

RECEIVED
JUL 27 1967
FOR FILING

6-3327

6936

June 8, 1967

#2

Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon 97459

Dear Mr. Jensen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6936 for facilities in Sunset Bay State Park.

After considering the recommendation of the Engineer and other available information, the Commission advanced the completion date to April 8, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc L.R. Chandler
Eugene Ash
L.H. Young
Ivan Merchant
David Talbot
C.H. Maison

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: East end State Park	WEEK ENDING: Mar 20, 1967
		SECTION PREFIX: [illegible]
	HIGHWAY: [illegible] 9	COUNTY: Coos

NAME OF JOB: [illegible]	KIND OF WORK: [illegible]	
CONTRACTOR: Fred Jones	CONTRACT NUMBER: 6946	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: October 29, 1966	DATE WORK STARTED: October 12, 1966	ESTIMATED COMPLETION DATE: April 3, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 37,226.21	SPECIFIED COMPLETION DATE: Apr 1, 1967	PERCENT OF TIME ELAPSED: 151
EXCLUSIVE OF ENGINEERING: $ 31,646.37	ENGINEERING AUTHORIZATION $ 5,252.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 36,898.50	ENGINEERING COST TO DATE $ 5,210.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 6.5 %	PERCENT OF AUTHORIZATION 99.4 %	DATE PROJECT WAS COMPLETED: April 3, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

One

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	[illegible]							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 14				
MONDAY 15				
TUESDAY 16				
WEDNESDAY 17				
THURSDAY 18				
FRIDAY 19				
SATURDAY 20				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 14	[illegible].
MONDAY 15	[illegible] cabins [illegible].
TUESDAY 16	
WEDNESDAY 17	
THURSDAY 18	
FRIDAY 19	
SATURDAY 20	

[illegible] STATE [illegible] DEPARTMENT

REMARKS

[illegible] is required [illegible] preliminary earth; operation. No over was turned off along with one of the [illegible] when I arrived.

This is the last weekly report. The sub- [illegible] to [illegible] to cover.

[illegible] has still [illegible] from the contract in the [illegible], Mr. [illegible] [illegible] from [illegible].

[illegible]

SIGNED _____ LOCATION _____

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
MAY 15 1967
FOR FILING

[illegible]
Fred W. Hill, Member
Helix 6924

May 12, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
June 8, 1967 meeting

Gentlemen:

Fred Jensen, contractor for the construction of park facilities at the Sunset Bay State Park in Coos County, Contract No. 6936, has requested that the date for completion be advanced from the specified date of March 1, 1967, to May 1, 1967, without the assessment of liquidated damages.

The contractor cites changes in plans and extra work added to the contract as reasons for his not being able to complete the work within the time allotted.

The delay was attributable to a change in plan involving a sump pump for the sewer system, with the resultant delay in ordering, delivering and installing the pump. All other plan changes and extras were completed prior to installation of the pump.

Because the contractor was prevented from completing the work within the time allotted by conditions beyond his control, I recommend that the completion date be advanced to April 8, 1967, without assessment of liquidated damages.

This matter will be on the agenda for your consideration at the June 8 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

CAG:jf jw

Form E-320—3M—9-56

OREGON STATE HIGHWAY COMMISSION

Contractors Request for Extension of Time to Complete Construction Contract

Oregon State Highway Commission,
Salem, Oregon.

Date Feb. 20, 19 67

Gentlemen:

We, the undersigned, respectfully request an extension of 60 days time, from March 1, 1967, to May 1, 19 67, within which to complete our Contract No. 6936, described as follows:

The above request is based upon the following reasons:

See attatched sheet .

Respectfully submitted,

Fred Jensen, Contractor
Contractor

By Fred Jensen

CONSENT OF SURETY

Date February 21st, 19 67

We, United Pacific Insurance Company

, as surety

on the bond guaranteeing the completion of the contract above named and listed, hereby join in and consent to said request for extension of time, and hereby agree to remain fully bound as surety in all respects as if the latest extended date hereinabove stated had been stipulated in the original agreement.

C. [illegible]
Attorney-in-fact

[illegible]
Resident Agent

Nasburg-Eastburn Insurance Agency

State Printing 97813

RECEIVED
HIGHWAY DEPT.
BRIDGE DIVISION
AM APR 19 1967 PM
8 9 10 11 12 1 2 3 4 5 6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

FOR

Extension of Time to Complete Contract

Investigation has been completed regarding the request (see reverse side) for an extension of time within which to complete the following project:

Contract No. 6936 Contractor Fred Jensen

Highway Cape Arago Highway

Section Sunset Bay State Park

Kind of Work Park Facilities

It is recommended that such extension be granted as requested under the following terms and conditions:

Grant an extension to the actual completion date of April 8, 1967, without assessment of liquidated damages because of change in plans for a pump, with resultant delay to contractor in ordering, securing delivery of and installation of the pump.

Recommended for Approval:

John Quarnstrom
Division Engineer

Ivan V. Marchant
Construction Engineer or Bridge Engineer

Tom Price
State Highway Engineer

Contract No.	6936
Project designation	State (State—Federal)
Date awarded	Sept. 29, 1966
Work started	October 12, 1966
Per cent completed	100% 4-8-67 (Date)
Specified completion date	March 1, 1967
Previously extended to	
Extension requested to	May 1, 1967

Fred Jensen

• GENERAL CONTRACTOR

TELEPHONE 756-6864

ROUTE 2 – BOX 639
NORTH BEND, OREGON

Feb. 21 , 1967

Re: Contract # 6936
Sunset Bay State Park Facilities

Oregon State Highway Commission
Salem , Oregon

Gentlemen:

I respectfully request an extension of time to complete the above subject job .The additional time needed has been brought about by revisions in the plans , extra work, and a stop work order. My reasons, and the time allowance for each, which I feel is justified, is listed below.

(a) Price agreement #1 additional ceramic tile add 7 days

(b) Price agreement #2 additional excavation, etc. add 3 days

(c) Price agreement #3 Sump pump unit B revisions . The pump as specified when the job was bid, was approved by the state on Oct. 19 . The revised pump, unit B , was not approved by the state until Dec. 27 an elapse of 69 days . add 69 days

(d) Price agreement #4 furnish and place 3560 lineal feet of additional A. C. pipe add 20 days

(e) Price agreement #5 Existing sump alterations and additions add 4 days

(f) Force account order #1 (dated Jan. 31) add 4 days

(g) Force account order # 2 (yet pending) Underground service from service pole to bath house (I was told to stop work on this item on Jan. 26 and on Feb. 21 was given permission to proceed .) add 26 days

Respectfully submitted by,
Fred Jensen
Fred Jensen

[illegible]
APR 26 1967
FOR FILING

L-3327
Fred W. Hill, Member
Helix 6936

April 25, 1967

Mr. Fred J. Overly, Regional Director
Bureau of Outdoor Recreation
Pacific Northwest Region
407 U. S. Court House
Seattle, Washington 98104

Re: B.O.R. Project 36-00005
Agreement Amendment

Dear Mr. Overly:

Enclosed is an amendment to B.O.R. Project 36-00005, Sunset Bay Development. As you will note, the actual cost of the project has exceeded the estimated cost by $19,000. The reasons for this increase are as follows:

First, the bids for the contract were $7,898 over our estimates. During the course of construction various change orders were necessary; copies are attached for your perusal. These change orders increased the contract price from $87,897 to $92,974.

During the interim period negotiations with the Cities of North Bend and Coos Bay for the water supply to serve the site fell through. The system was undertaken by our State forces at a cost of approximately $6,000; therefore, the amended project cost is anticipated to be $99,000. We request that Federal assistance be increased $9,500 in order to bring this project to its intended degree of completion.

We are pleased to say that this project has progressed satisfactorily and will be a quality contribution to Oregon's outdoor recreation program.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures
cc Forrest Cooper
R. L. Porter
David G. Talbot
C. H. Maison
V. E. Skoog
R. L. Wilder
Richard Hawkins

RLW:dc: ajw

BOR 8-92a
(Rev. Apr. 1966)

UNITED STATES
DEPARTMENT OF THE INTERIOR
Bureau of Outdoor Recreation

State Oregon

Project Number 36-00005
Sunset Bay - Development

AMENDMENT TO PROJECT AGREEMENT

THIS AMENDMENT TO Project Agreement 36-00005 (Form 8-92, 8-65) is hereby made and agreed upon by the United States of America, acting through the Director of the Bureau of Outdoor Recreation and by the State of Oregon, pursuant to the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964).

The State and the United States, in mutual consideration of the promises made herein and in the agreement of which this is an amendment, do promise as follows:

That the above-mentioned agreement is amended by adding the following:

Change	From	To
Total Cost	$80,000	$99,000
Fund Support Ceiling		
Percent	50%	50%
Amount	40,000	49,500
Cost of this segment	80,000	99,000
Assistance this segment	40,000	49,500
Funds obligated by this agreement	40,000	49,500

In all other respects the agreement of which this is an amendment, and the plans and specifications relevant thereto, shall remain in full force and effect. In witness whereof the parties hereto have executed this amendment as of the date entered below.

THE UNITED STATES OF AMERICA

By _____
Director, Bureau of Outdoor Recreation
United States Department of the Interior

Date _____

STATE

Oregon
(State)

By _____
(Signature)

Assistant State Highway Engineer
(Title)

RECEIVED
OCT 21 1966

KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID S. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY

6-3227
6936

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 21, 1966

Mr. Fred Jensen
Route 2, Box 639
North Bend, Oregon

Dear Mr. Jensen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6936 for the installation of park facilities in the Sunset Bay State Park in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc **United Pacific Insurance Company**
Portland Branch Office

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
OCT 1966
G
6-3327
IN REPLY REFER TO:
A5419 6936

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION
WASHINGTON, D.C. 20240

Shaw

OCT 8

Mr. Forrest Cooper
State Highway Engineer
Oregon Highway Commission
Salem, Oregon 97301

Dear Mr. Cooper:

We have recently received a report of audit issued by the Office of Survey and Review, Department of the Interior, covering a review of your State's accounting system and internal controls and an examination of accounting and other records relating to Bureau of Outdoor Recreation (BOR) projects for the period September 4, 1964, to June 30, 1966.

Oregon was one of the first States to be audited under the Land and Water Conservation Fund Grants-in-Aid Program. We are pleased to report that the auditors are of the opinion that Oregon has a satisfactory accounting system which clearly reflects the transactions relating to BOR grants. However, the auditors have noted certain minor questionable costs and also the failure of the State to include the required equal employment opportunity provisions in construction contracts. Details of these findings are listed below. The report covered an audit of costs totaling $268,980.90 for the following projects:

Project Agreement Number	Amount	Total Costs Audited	Questioned	Approved	Federal Share
36-65-00002	$167,500.00	$ 46,755.76	-0-	$ 46,755.76	$ 23,377.88
36-65-00003	50,000.00	20,750.00	-0-	20,750.00	10,375.00
36-65-00004	53,618.00	20,183.20	$ 21.28	20,161.92	10,080.96
36-66-00005	80,000.00	7,026.34	84.06	6,942.28	3,471.14
36-66-00006	180,000.00	162,670.60	-0-	162,670.60	81,335.30
36-66-00008	250,000.00	11,595.00	84.35	11,510.65	5,755.32
Totals	$ 781.118.00	$268,980.90	$ 189.69	$268,791.21	$134,395.60

1. Duplication of Charges

The auditors reported that a mistaken procedure resulted in duplicate charges to two projects for holiday work (February 22, 1966) of six men:

Project 36-66-00005	$ 84.06	
Project 36-66-00008	84.35	$ 168.41

The duplicate charges are unallowable and an adjustment should be made on a future billing to this Bureau.

Valid nationwide—$7 per year. admits carload of people to all Federal areas

Copies to Wilder
Mason
Young 10-10-66

2. Error in Computation

An error in addition on a time and attendance record resulted in an overcharge of $21.28 to Project No. 36-65-00004 in February 1966. The overcharge is unallowable and an adjustment should be made on a future billing to this Bureau.

3. Equal Employment Opportunity Provisions Were Not Incorporated Into Construction Contracts

The audit report disclosed that the Equal Employment Opportunity Provisions were lacking in a construction contract negotiated by the State Highway Department in connection with BOR Project No. 36-66-00006, Development and Expansion of Facilities of Valley of the Rogue State Park. Further investigation revealed that two other contracts awarded on July 6, 1966, also failed to include these provisions. Under paragraph B.2.(e) of the General Provisions (attached to and made a part of each BOR Project Agreement), the State agreed to incorporate such provisions into all construction contracts it makes in conjunction with jointly financed projects. Please take action to remedy the omission of the required provisions in the three contracts let to date and provide procedures to insure their inclusion in all future construction contracts let under the Land and Water Conservation Fund Program.

We wish to express our appreciation for assistance given the auditors by you and other State officials. Also, we want to compliment the State on the fine job it is doing in accounting for fund-supported projects. We would appreciate your comments and observations on the matters listed above. We hope this letter, which indicates the results of the initial audit, will be of assistance to you in the financial management of the Land and Water Conservation Fund Program in Oregon.

Sincerely yours,

Edward C. Crafts
Director

RECEIVED
OCT 10 1966
OFFICE OF

RECEIVED
OCT 10 1966
OREGON
STATE HIGHWAY COMMISSION

FS-125

Mr. Robert Cooper
State Parks Director
Oregon State Highway Department
Salem, Oregon 97301

Dear Mr. Cooper:

I am pleased to inform you that Oregon's initial requests for funds to acquire and develop recreation areas have been approved. I congratulate you on your early response and action in getting your Land and Water Conservation Fund program underway. Copies of the agreements for projects 36-00005, 36-00014, 36-00015, 36-00016, 36-00017, and 36-00018 are enclosed. The total Land and Water Conservation Fund share of these projects is $440,000. You may now bill us for expenditures incurred by the State for these projects in accordance with section 675.5 of the Outdoor Recreation Grants-in-Aid Manual.

We find these projects to be in accord with your State Outdoor Recreation Plan. They are also in accord with the priorities set forth in your Plan and with the criteria given in the Manual. These projects are addressed mainly to only one kind of need and are sponsored by only one State agency. We recognize that this is mainly a result of your efforts to expedite early submission of project proposals and does not reflect the balanced program you intend to undertake in Oregon. However, we draw your attention to sections 640.1.1A and 640.1.3 of the Manual. Section 640.1.2A states, "Priority shall be given to meeting the needs of urban populations." Section 640.1.3 provides that the benefits of the Fund should be shared among public agencies, local and State. Your Plan is consistent with these two criteria. We feel that your overall program should also reflect this type of balance. We understand you are now setting up machinery to encourage and consider local projects and those proposed by all qualified State agencies. We are aware, too, of your interest and concern with the urban needs of Oregon. We therefore encourage a continuation of your efforts to achieve a balanced approach to meeting the priority needs identified in your Plan and in complying with the general criteria expressed in section 640.1 of the Manual.

Thus, we anticipate that many of your future projects will be sponsored by local units of government and by a number of State agencies. We assume, too, that State and local projects will meet day-use needs in your centers of population, as well as other urgent outdoor recreation needs in your State.

Since one of the basic objectives of the Land and Water Conservation Fund Act is to enhance the Nation's outdoor recreation resources, we expect that assistance granted from the Fund for these projects will result in a net increase, commensurate at least with the Federal cost-share, in Oregon's outdoor recreation investment. Our intent is that assistance from the Fund will be added to, rather than replace or be substituted for, State and local outdoor recreation funds.

In the project agreements, the balance shown in the entry "Total Obligations to Date" should be left blank or show the amount obligated by the Project Agreement. We have crossed out these entries. Please initial the change on all copies and return the original and one copy of each agreement to the Pacific Northwest Region.

We are ready to assist you in any way we can.

Sincerely yours,

Director

Enclosures 18

BOR 8-92
(Aug. 1965)

United States
Department of the Interior
Bureau of Outdoor Recreation

State Oregon
Project Number 36 00005
Date 11/1/65

PROJECT AGREEMENT

Project Title

Sunset Bay State Park (Development Addition)

Project Period	Period Covered by Agreement
9-1-64 to 12-31-67	9-1-64 to 12-31-67

Project Scope This project is aimed primarily at improving the sanitary conditions of Sunset Bay State Park. The project involves the construction of a bathhouse building and a sewage treatment system. The bathhouse will contain sanitary facilities, lavatories and shower stalls. The sewage treatment system will be adequate to serve the existing camp area, the day use picnic area as well as the proposed bathhouse.

Stage Covered by this Agreement

The total project is covered by this agreement.

Project Cost		Federal Funds Obligated by this Agreement	
Total Cost	$ 80,000	Year	Amount
Fund Support Ceiling			
Percent	50 %	____	$ 40,000
Amount	$ 40,000	____	$
Cost of this Segment	$ 80,000	____	$
Assistance this Segment	$ 40,000	Total Obligations to Date	$ [redacted] Ece

GENERAL PROVISIONS

A. Definitions

1. The term "BOR" as used herein means the Bureau of Outdoor Recreation, United States Department of the Interior.

2. The term "Director" as used herein means the Director of the Bureau of Outdoor Recreation, or any representative lawfully delegated the authority to act for such Director.

3. The term "Manual" as used herein means the Bureau of Outdoor Recreation Manual.

4. The term "project" as used herein means that project or project segment which is the subject of this agreement.

5. The term "State" as used herein means the State which is a party to this agreement, and, where applicable, the political subdivision or public agency to which funds are to be transferred pursuant to this agreement. Wherever a term, condition, obligation, or requirement refers to the State, such term, condition, obligation, or requirement shall also apply to the recipient political subdivision or public agency, except where it is clear from the nature of the term, condition, obligation, or requirement that it is to apply solely to the State.

B. Project Execution

1. The State shall execute and complete the approved project in accordance with the time schedule set forth in the project proposal. Failure to render satisfactory progress or to complete this or any other project which is the subject of Federal assistance under this program to the satisfaction of the Director may be cause for the suspension of all obligations of the United States under this agreement.

2. Construction contracted for by the State shall meet the following requirements:

(a) Contracts for construction in excess of $10,000 shall be awarded through a process of competitive bidding. Copies of all bids and a copy of the contract shall be retained for inspection by the Director upon request.

(b) The State shall inform all bidders on contracts for construction in excess of $10,000 that Federal funds are being used to assist in construction.

(c) Written change orders to contracts for construction in excess of $10,000 shall be issued for all necessary changes in the facility. Such orders shall be made a part of the project file and shall be kept available for audit upon request.

(d) The State shall comply with the regulations of the Secretary of Labor contained in 29 CFR 3 (1964), made pursuant to 40 U.S.C. 276(c) (1958), which require from each contractor or subcontractor a weekly wage payment statement. Such regulations are hereby incorporated into this agreement by reference.

(e) The State shall incorporate, or cause to be incorporated, into all construction contracts the following provisions:

"During the performance of this contract, the contractor agrees as follows:

"(1) The contractor will not discriminate against any employee or applicant for employment because of race, creed, color, or national origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, creed, color, or national origin. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause.

"(2) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, creed, color, or national origin.

"(3) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice, to be provided by the agency contracting officer, advising the said labor union or workers' representative of the contractor's commitments under this section, and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

"(4) The contractor will comply with all provisions of Executive Order No. 10925 of March 6, 1961, as amended, and of the rules, regulations, and relevant orders of the President's Committee on Equal Employment Opportunity (hereinafter referred to as the Committee) created thereby.

"(5) The contractor will furnish all information and reports required by Executive Order No. 10925 of March 6, 1961, as amended, and by the rules, regulations, and orders of the said committee, or pursuant thereto, and will permit access to his books, records, and accounts by the contracting agency and the Committee for purposes of investigation to ascertain compliance with such rules, regulations, and orders.

"(6) In the event of the contractor's non-compliance with the nondiscrimination clauses of this contract or with any of the said rules, regulations, or orders, this contract may be cancelled, terminated, or suspended in whole or in part and the contractor may be declared ineligible for further government contracts in accordance with procedures authorized in Executive Order No. 10925 of March 6, 1961, as amended, and such other sanctions may be imposed and remedies invoked as provided in the said Executive Order of the President's Committee on Equal Employment Opportunity, or as otherwise provided by law.

"(7) The contractor will include the provisions of the foregoing paragraphs (1) through (7) in every subcontract or purchase order unless exempted by rules, regulations, or orders of the President's Committee on Equal Employment Opportunity issued pursuant to section 303 of Executive Order No. 10925 of March 6, 1961, as amended, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the contracting agency may direct as a means of enforcing such provisions, including sanctions for noncompliance: Provided, however, that in the event the contractor becomes involved in, or is threatened with, litigation with a subcontractor or vendor as a result of such direction by the contracting agency, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

(f) The State shall (1) comply with the above provisions in construction work carried out by itself, and (2) assist and cooperate actively with the BOR and the above-mentioned Committee in obtaining the compliance of contractors and subcontractors with the above contract provisions and with the rules, regulations, and relevant orders of the Committee, (3) obtain and furnish to the BOR and to the Committee such information as they may require for the supervision of such compliance, (4) enforce the obligation of contractors and subcontractors under such provisions, rules, regulations, and orders, (5) carry out sanctions and penalties for violation of such obligations imposed upon contractors and subcontractors by the Committee or the BOR pursuant to Part III, Subpart D, of Executive Order No. 10925, and (6) refrain from entering into any contract with a contractor debarred from Government contracts under Part III, Subpart D, of Executive Order No. 10925.

3. The State shall secure completion of the work in accordance with the approved construction plans and specifications, and shall secure compliance with all applicable Federal, State, and local laws and regulations.

4. The State shall permit periodic site visits by the Director to insure work progress in accordance with the approved project, including a final inspection upon project completion.

5. In the event funds should not be available for future stages of the project, the State shall bring the project to a point of usefulness agreed upon by the State and the Director.

6. All significant deviations from the project proposal shall be submitted to the Director for prior approval.

7. The acquisition cost of real property shall be based upon the appraisal of a competent appraiser. The reports of such appraisers shall be available for inspection by the Director upon request.

8. Development plans and specifications shall be available for review by the Director upon request.

C. Project Costs

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

Project costs eligible for assistance shall be determined upon the basis of the criteria set forth in the Manual.

D. Project Administration

1. The State shall promptly submit such reports as the Director may request.

2. Property and facilities acquired or developed pursuant to this agreement shall be available for inspection by the Director upon request.

3. Interest earned on funds granted pursuant to this agreement shall not be available for expenditure by the State, but shall be disposed of according to instructions issued by the Director.

E. Project Termination

1. The State may unilaterally rescind this agreement at any time prior to the commencement of the project. After project commencement, this agreement may be rescinded, modified, or amended only by mutual agreement. A project shall be deemed commenced when the State makes any expenditure or incurs any obligation with respect to the project.

2. Failure by the State to comply with the terms of this agreement or any similar agreement may be cause for the suspension of all obligations of the United States hereunder.

3. Failure by the State to comply with the terms of this agreement shall not be cause for the suspension of all obligations of the United States hereunder if, in the judgment of the Director, such failure was due to no fault of the State. In such case, any amount required to settle at minimum costs any irrevocable obligations properly incurred shall be eligible for assistance under this agreement.

F. Conflict of Interests

1. No official or employee of the State who is authorized in his official capacity to negotiate, make, accept, or approve, or to take part in such decisions regarding a contract or subcontract in connection with this project shall have any financial or other personal interest in any such contract or subcontract.

2. No person performing services for the State in connection with this project shall have a financial or other personal interest other than his employment or retention by the State, in any contract or subcontract in connection with this project. No officer or employee of such person retained by the State shall have any financial or other personal interest in any real property acquired for this project unless such interest is openly disclosed upon the public records of the State, and such officer, employee or person has not participated in the acquisition for or on behalf of the State.

3. No member of or delegate to Congress shall be admitted to any share or part of this agreement, or to any benefit to arise hereupon, unless such benefit shall be in the form of an agreement made with a corporation for its general benefit.

4. The State shall be responsible for enforcing the above conflict of interest provisions.

G. Hatch Act

No officer or employee of the State whose principal employment is in connection with any activity which is financed in whole or in part pursuant to this agreement shall take part in any of the political activity proscribed in the Hatch Political Activity Act, 5 U.S.C. 118k (1958), with the exceptions therein enumerated.

H. Financial Records

1. The State shall maintain satisfactory financial accounts, documents, and records, and shall make them available to the BOR, the Department of the Interior, and to the General Accounting Office for auditing at reasonable times. Such accounts, documents, and records shall be retained by the State for three years following project termination.

2. The State may use any generally accepted accounting system, provided such system meets the minimum requirements set forth in the Manual.

I. Use of Facilities

1. The State shall not at any time convert any property or facility acquired or developed pursuant to this agreement to other than a public outdoor recreation use without the prior approval of the Director.

2. The State shall operate and maintain, or cause to be operated and maintained, the property or facilities acquired or developed pursuant to this agreement in the manner and according to the standards set forth in the Manual.

3. The State shall not discriminate against any person on the basis of race, color, or national origin in the use of any property or facility acquired or developed pursuant to this agreement, and shall comply with the terms and intent of Title VI of the Civil Rights Act of 1964, P. L. 88-354 (1964), and of the regulations promulgated pursuant to such Act by the Secretary of the Interior and contained in 43 CFR 17.

4. The State shall not discriminate against any person on the basis of residence, except to the extent that reasonable differences in admission or other fees may be maintained on the basis of residence.

J. Compliance

The State shall be responsible for compliance with the terms of this agreement by any political subdivision or public agency to which funds are transferred pursuant to this agreement. Failure by such political subdivision or public agency to so comply shall be deemed a failure by the State to comply with the terms of this agreement.

K. Manual

The State shall comply with the policies and procedures set forth in the Bureau of Outdoor Recreation Manual. Said Manual is hereby incorporated into and made a part of this agreement.

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually

The United States of America, represented by the Director, Bureau of Outdoor Recreation, United States Department of the Interior, and the State named above (hereinafter referred to as the State), mutually agree to perform this agreement in accordance with the Land and Water Conservation Fund Act of 1965, 78 Stat. 897 (1964), and with the terms, promises, conditions, plans, specifications, estimates, and procedures attached hereto and hereby made a part hereof.

The United States hereby promises, in consideration of the promises made by the State herein, to obligate to the State the amount of money referred to above, and to reimburse the State that portion of the obligation which is required to pay the United States' share of the costs of the above project stage, based upon the above percentage of assistance. The State hereby promises, in consideration of the promises made by the United States herein, to execute the project stage described above in accordance with the terms of this agreement.

The following special project terms and conditions were added to this agreement before it was signed by the parties hereto:

That this agreement is in accord with the approved project proposal numbered 36 00006 which is hereby incorporated by reference.

In witness whereof, the parties hereto have executed this agreement as of the date entered on the first page hereof.

THE UNITED STATES OF AMERICA

By Edward C Crafts
Director, Bureau of Outdoor Recreation 11/1/65
United States Department of the Interior

STATE

OREGON
(State)

By Bert Cooper
(Signature)

State Highway Engineer
(Title)

16-3311 Cove Palisades Marina Conces- 1966
sion Building
#6937

RECEIVED
AUG 4 1967
FOR FILING

16-3311

6937

August 3, 1967

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington

Gentlemen:

Contract No. 6937 awarded to E. E. Steinlicht, for the Marina Concession Building in The Cove Palisades State Park in Jefferson County was completed on April 20, 1967, and accepted by the Highway Commission on August 2, 1967.

Final payment in the amount of $2,663.80 will be released to the contractor after August 10, 1967. The total contract amount is $43,858.90 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 3 1967
FOR FILING

16-3311
1137

August 2, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 20, 1967, on Contract No. 6937. The contract was with E. E. Steinlicht and was for construction of the Marina Concession Building at the Cove Palisades State Park in Jefferson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 2, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
J. F. Putnam

SRB:cp

FILED
AUG 21 1967
FOR FILING
16-3311
6937

C

July 27, 1967

#13

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6937 in the Cove Palisades State Park in Jefferson County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to April 20, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: J. F. Putnam
Don Pallette
L. H. Young
I. D. Merchant
C. H. Maison
David Talbot

RECEIVED
JUL 20 1967
FOR FILING
16-3311
6937

July 19, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 13
July 24, 1967 meeting

Gentlemen:

E. E. Steinlicht, contractor for the construction of a marina concession building in the Cove Palisades State Park in Jefferson County, Contract No. 6937, has requested that the specified completion date of February 28, 1967, be advanced to April 20, 1967, without the assessment of liquidated damages.

The contract as planned was essentially complete on the specified date, but at that time some additional plumbing was added to the work. We recommend, therefore, that an extension to April 20, 1967, be allowed without the assessment of liquidated damages. This will waive a possible assessment of $2,250.

The matter will be on the agenda for the July 24 meeting and we recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.

cc Floyd Query
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
J. F. Putnam
David Talbot

CAG:jf RLP:ms fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request for Increase in Number of Workdays to Complete Construction Contract

RECEIVED
BRIDGE DIVISION
APR 3 - 1967 PM
8,9,10,11,12,1,2,3,4,5,6

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6937 Contractor E. E. Steinlicht

Highway - -

Section Cove Palisades State Park

Kind of Work Marina Concession Building

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Because of extra work in the form of dishwasher and hand washing equipment added after the specified completion date for the contract.

Recommended for Approval:

L. V. Whitmore
Division Engineer

Ivan V. Merchant
~~Construction Engineer~~ or Bridge Engineer

J. B. Klaboe
~~Assistant~~ State Highway Engineer

Contract No.	6937
Project designation	State-F.B.O.R. (State-Federal)
Date awarded	9-29-66
Work started	10-11-66
Per cent completed	100% 4-20-67 (Date)
No. of ~~Workdays~~ Calendar days Allowed	153
No. of ~~Workdays~~ Calendar days Used	204
No. of Added Workdays Requested	Contractor requests completion date be extended to April 20, 1967.

SP*0206-784

E-320 (Rev.)—EM—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date June 22, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the completion date from (see below) days to — days, within which to complete our Contract No. 6937, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Request specified completion date of February 28, 1967, be extended fifty-one (51) days to April 20, 1967, to allow for fifteen (15) days lost while stop-work order was in effect and also allow for thirty-six (36) of the days required to perform last-minute installations of dishwasher on P. A. #1.

Respectfully submitted,

E. E. STEINLICHT
Contractor

By E. E. Steinlicht

CONSENT OF SURETY

Date June 22, 19 67

We, United Pacific Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Richard L. Mandell
Attorney-in-fact
Richard L. Mandell

(SEAL)

Jordan J. Kandell
Resident Agent
Jordan J. Kandell

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Cove Palisades State Park Marina Concession Building		WEEK ENDING: 7-1-67
		SECTION PREFIX: 16-3311P
HIGHWAY: - -		COUNTY: Jefferson
NAME OF JOB: Marina Concession Building	KIND OF WORK: Park Facilities	
CONTRACTOR: E. E. Steinlicht	CONTRACT NUMBER: 6937	FEDERAL AID PROJECT NUMBER: State-F.B.O.R.
DATE OF CONTRACT: 9-29-66	DATE WORK STARTED: 10-11-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 48,063.37	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED
EXCLUSIVE OF ENGINEERING: $ 44,645.53	ENGINEERING AUTHORIZATION $ 3,417.84	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 43,820.05	ENGINEERING COST TO DATE $ 3,606.89	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 98.7%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN . . . . . 1.8 %	PERCENT OF AUTHORIZATION . . . . . 106 %	DATE PROJECT WAS COMPLETED: 4-26-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

[illegible] DIVISION
JUL 3 - 1967
PM

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
6-25-67 SUNDAY	No Activity All Week. PROJECT COMPLETE.
6-26-67 MONDAY	
6-27-67 TUESDAY	
6-28-67 WEDNESDAY	
6-29-67 THURSDAY	
6-30-67 FRIDAY	
7-1-67 SATURDAY	

REMARKS

PROGRESS TO DATE: Project is complete. Semi-final was submitted Monday June 26, 1967.

FINAL REPORT

SIGNED L. E. Pellett LOCATION Bend

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM E-120

RECEIVED
OCT 21 1966

COMMISSION MEMBERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

16-3311
6712

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 21, 1966

Mr. E. E. Steinlicht
P. O. Box 1070
Bend, Oregon 97701

Dear Mr. Steinlicht:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6937 for installation of a marina concession building in The Cove Palisades State Park in Jefferson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United Pacific Insurance Company
Portland Branch Office

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
SEP 22 1966

FORM 125-1 (REV. 10-65) SP*23401.734

FOR FILE
16-33.1
6737

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1966

SUBJECT:
The Cove Concession Contract

To:

Mr. L. V. Koons
Deputy State Parks Superintendent
O F F I C E

NOTED
LLOYD P. SHAW

The contract for the concessionaire facilities at The Cove Palisades State Park will be let September 20 with February 28, 1967 as the completion date.

If these facilities are to be fully operable by the opening of fishing season, April, 1967, we must proceed immediately wit the administrative work required. Working backwards from the deadline date of April 1967, please consider:

1. The concessionaire must have at least two months to get ready to serve the public - March and April.

2. This means that the concession contract cannot be awarded later than mid-February.

3. We should allow at least two months for advertising, screening of prospective bidders and last minute negotiations. This means that we must be able to advertise by mid-December.

4. In order to advertise by mid-December, we must first draft a satisfactory concession contract, and have it cleared by Legal and Administration.

Please coordinate this program and have for Division consideration, a draft proposal, by October 21.

Attached are work copies of the Rooster Rock contract which is a good framework from which to begin.

RECEIVED
SEP 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

David G. Talbot
State P...

DGT:al
Att.
CC: Lloyd P. Shaw

I-5-4(54) Belt Line Rd. Interchange 1966
197 Sec., Pacific Hwy. (Grad., pav.,
#6938 struct. & sign.) [redacted]

C & A 1937

C & A 3238

#6738

I-5-4(54)197

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

October 30, 1973

Mr. Thomas Kornelis
Bonneville Power Administration
P.O. Box 3621
Portland, OR 97208

Crossing Agreement
Beltline Rd. Int. Section
Pacific Highway
Lane County
Project No. I-5-4(54)197

Dear Mr. Kornelis:

Here are eight copies of a sketch of a portion of the Beltline Interchange right of way. That portion of the interchange right of way encroaching on your transmission line easement has been shaded in red. That portion of your transmission line easement crossing our original highway right of way and covered by OSHD Permit #6062 is shaded in green on an additional copy of the interchange sketch. These sketches are being submitted for your use as exhibits to an appropriate crossing agreement between the Oregon Transportation Commission and the Bonneville Power Administration.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly
Enc.

bc: H. S. Coulter
J. B. Boyd
A. Shirley, Jr.
M. G. Havig

NOTED
H.S.COULTER

RECEIVED
MAR 12 1969

FOR [illegible]

STATE: Oregon

COUNTY: [illegible]

F. A. PROJECT NO.: I-5-4(54)177

STATE CONTROL SECTION OR PROJECT NO.: Belt Line Road Interchange

I-5-4(54)177

6938

TO: Mr. Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

RECEIVED
MAR 11 1969
[illegible]

1. Nelson, OSHD
2.
3.

ITEMS IDENTIFIED BELOW ☐ OR ON ATTACHED SHEET ☐ HAVE BEEN DETERMINED TO BE INELIGIBLE OR REQUIRE ADDITIONAL SUPPORT PRIOR TO FEDERAL-AID REIMBURSEMENT FOR THE REASONS STATED:

NOTED
F. B. KLABOE

INELIGIBLE $ _____ (IF APPLICABLE)

THE ABOVE ITEMS (AS AMPLIFIED IN THE COVERING LETTER)* SHOULD NOT BE CLAIMED UNTIL CORRECTIVE ACTION HAS BEEN TAKEN AND SUPPORTING OR QUALIFYING DATA PLACED IN THE STATE'S FILE. IF THE STATE HAS ALREADY BEEN REIMBURSED, A CREDIT SHALL BE ENTERED ON THE NEXT CONSOLIDATED OR CURRENT BILLING SUBMISSION.

EXCEPTIONS DESCRIBED ON NOTIFICATION NO. 35-69-PIN-15 NOW ELIGIBLE.
REFERENCE: Audit Report 69-835-22, Finding No. 1. F. B. Klaboe's letter dated 3-3-69 justifies Federal participation. Amount of $1,147.50 may be transferred to Participating.

REMARKS:

Young 3-17-69
copy to McHagan

SIGNATURE	TITLE	DATE
L. R. Backlund	Administrative Manager	March 10, 1969

*STRIKEOVER IF NOT APPLICABLE

GPO 937-262

FORM E-122
RECEIVED
AUG 27 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
FRED W. HILL, MEMBER
PENDLETON
THADDEUS B. BRUNO, MEMBER
PORTLAND
I-5-4(54)197
6938

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 22, 1968

Bonneville Power Administration
PO Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

RE: Bonneville Power Administration Access
Belt Line Road Interchange Section
Pacific Highway
Project No. I-5-4(54)197
YOUR FILE: ELS
Cougar-Station "S"
Line Tract No. C-Cu-155

Gentlemen:

Reference is made to your letter dated August 7, 1968 regarding your access approach at Highway "J" line Station 439+00 of this project.

This matter was immediately referred to our Field Utilities Liaison Engineer in Roseburg. We are happy to advise that the work necessary to provide the access requested has been completed and approved by your Mr. Bob Lucas. Please accept our apology for failing to clear your access.

I am referring your inquiry contained in the last paragraph of your letter to our Mr. E. F. Saling. I am sure he will contact you in the near future.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:ss:fw

bc: F. B. Klaboe - w/BPA ltr.
E. F. Saling "
C. T. Keasey "
J. E. Holcomb "

RECEIVED
AUG 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

UNITED STATES
DEPARTMENT OF THE INTERIOR
BONNEVILLE POWER ADMINISTRATION
PORTLAND, OREGON 97208

August 7, 1968

In reply refer to: ELS
Cougar-Station "S" Line
Tract No. C-Cu-155

Your reference:
Belt Line Road Interchange
Section, Pacific Highway
Project No. I-5-4(54)197

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Mr. Morgan:

Reference is made to previous correspondence with your office concerning the approach that the Highway Department was to construct at Highway Station 439+00 on the "J" Line to give us access to Towers 46/4 and 46/5 in our Cougar-Willakenzie line from Belt Line interchange.

On November 2, we wrote advising you that our Portland Area office had reported that the access had not been provided and these two towers were isolated. Can you advise us if this approach has now been constructed, and if not, whether there is an alternate plan under consideration.

It appears that the Highway Department has acquired some right of way for this Interchange since our transmission line easements were purchased, and if this is so, application should be made for an Agreement to cover the occupancy of the highway on this easement area.

Sincerely yours,

John V. Mulcahy

John V. Mulcahy
Chief, Branch of Land

RECEIVED
JUN 12 1968
FOR FILING

I-5-4(54)197

6438

June 12, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $10,800 will be made to Earl L. McHutt Company on Contract No. 6938 for grading, paving, structure, and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County, as soon as the warrant is prepared.

The total amount paid on this contract will be $1,647,553.61 including the post-final payment. Of the total, $7,196.84 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm

cc Earl L. McHutt Company
351½ East Broadway
Eugene, Oregon 97401

C. H. Maison
Attn: John Herr

RECEIVED
JUN 20 1968
FOR FILING

I-5-4(54)197

6938

May 31, 1968

#6

Earl L. McDutt Company
351½ East Broadway
Eugene, Oregon 97401

Gentlemen:

The State Highway Commission at its meeting on May 29 considered your request for an extension of time on Contract No. 6938 for the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

After careful consideration, the Commission increased the calendar days by 54.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc C. T. Keasey
Clayton Ansell
L. H. Young
F. D. Morgan
C. H. Maison
Bureau of Public Roads

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 7, 1968

SUBJECT: Extension of Time
Belt Line Road Interchange
Pacific Highway
Contract 6938

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Earl L. McNutt Company, contractor on the subject contract, the attached request for 95 calendar days. The contractor's request is based on work added to the contract by price agreements and extra work orders, a delay caused by utility work, a delay in procuring a special guard rail section, and an increase in the original contract items.

Many changes were made on this contract by price agreements and extra work orders. There were 16 price agreements and 8 extra work orders. The majority of these work orders were concerned with guard rail and signing revisions to comply with the latest safety standards.

Price Agreement Nos. 6, 7, 9, 10 and 15 and Extra Work Order Nos. 6 and 8 all dealt with changes in the guard rail and median barrier. The allotted contract time expired August 28, 1967. With the exception of Extra Work Order No. 8, all of these work orders were performed after September 6, 1967, and prior to a shutdown order which was effective November 10, 1967. Price Agreement Nos. 6 and 7 were formally approved August 16, and the contractor started work on September 6. Price Agreement No. 9 was formally approved September 18, Price Agreement No. 10 on October 10, Price Agreement No. 15 on November 7, and Extra Work Order No. 6 on October 10, 1967. These late changes very definitely changed the contractor's scheduling with regard not only to the guard rail work but also the paving work. A summary of the work done after the specified calendar days expired is attached.

The only guard rail work performed prior to September 6, had to do with salvaging 50 feet of existing guard rail. After the specified calendar days expired on August 28, 1967, until September 18, the major part of the contractor's efforts concerned surfacing and topsoil. During this period he worked on these items for a total of 16 days. From September 18, when the paving started, to November 10, when the stop work order was issued, the contractor worked primarily on paving for 19 days.

Price Agreement Nos. 8 and 12 and Extra Work Order No. 2 all concerned signing changes which were required by the new safety standards. Two other work orders concerning signing revisions were performed on a nonparticipating basis and

were done concurrently with other signing work. The three participating orders were performed after August 31, and prior to the shutdown order mentioned above. These revisions caused the contractor to change his scheduling and definitely delayed his overall progress.

The total days then during this period (August 28, through November 9-74 days) when the contractor was working primarily on regular contract work amounted to 35 days. Because of the late changes made in guard rail and signing and the resultant confusion and changes that this required in the contractor's scheduling, we believe that the remaining 39 calendar days in this period are justified.

Extra Work Order No. 8 was all performed after a resume work order was issued January 2, 1968, and was the only work remaining to be done. The contract was completed January 22, 1968, and an extension of 21 calendar days for this one work order is justified.

Price Agreement Nos. 1, 3 and 11 concerned changes in the structure which did not delay the overall contract. No extension for these orders is justified.

Price Agreement No. 14 for two gates did not delay the contract and no extension is justified.

Price Agreement No. 16 was for paving landscape strips and was done on October 12 and 13, 1967. This is in the same time period for which we have recommended an extension of 39 calendar days and, therefore, no additional time is justified.

Extra Work Order Nos. 3, 4 and 5 on drainage items did not appreciably slow the contractor's regular work and no extension for this work is justified.

There was a utility delay involving El Paso Natural Gas lines which occurred in October, 1966, and effectively delayed the contractor's normal work for a period of 4 calendar days (October 20-24). An extension in this amount is justified.

Although there was a delay in receiving a 5-foot-radius guard rail piece which was part of the plan work, the delay did not prevent the contractor's performing other normal work and/or other extra work.

The contractor cites an increase in the project cost of approximately 10%. This percentage represents an increase over the contract net quantities. The actual contract cost (based on gross quantities) underran some $24,000. No extension for this reason is justified.

As noted above, a stop work order was in effect on this contract from November 10, 1967, through January 1, 1968. The contract was completed January 22, at which time 415 calendar days had been charged. This is 95 calendar days in excess of the number allowed and represents $19,000 in liquidated damages at the rate of $200 per day. A progress chart covering the major work items is attached for your information.

Based on the reasons listed, we recommend that the calendar days be increased by 64. This will reduce the liquidated damages to $6,200.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for granting an extension appear to be valid.

Rough drafts of letters to the BPR and the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB-DES:nn

Encs.

cc: L. H. Young

RECEIVED
MAY 7 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Form F-1(1)

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 1 OF 2 SHEETS

BELT LINE ROAD INTERCHANGE
Contract 6938
Summary of Work Done Beyond Specified Calendar Days

SP*F54

DATE	SURF.	PAVING	TOPSOIL	SEED & MULCH	FENCING	CLEAN UP	GUARD RAIL *	SIGN-ING **	PA 16		
8-28-67	X		X				X	X			
29	X							X			
30	X										
31	X		X					X			
9- 1	X							X			
2 S	X										
3 S											
4											
5	X		X					X			
6	X				X		X	X			
7	X		X		X		X	X			
8	X		X				X	X			
9 S								X			
10 S											
11	X						X	X			
12	X		X		X		X	X			
13	X		X		X		X	X			
14	X		X		X		X	X			
15	X		X		X		X	X			
16 S			X								
17 S											
18	X	X	X				X	X			
19		X					X	X			
20		X	X				X	X			
21	X	X	X				X	X			
22	X	X	X				X	X			
23 S			X								
24 S											
25		X		X			X	X			
26		X					X	X			
27		X					X	X			
28	X	X		X			X	X			
29	X			X			X	X			
30 S							X	X			
10- 1 S					X		X				
2	X							X			
3	X							X			
4		X			X	X	X	X			
5	X	X					X	X			
6		X			X		X	X			
7 S											
8 S											
9		X					X	X			
10		X									
11		X					X				
12	X	X			X		X		X		
13	X	X					X		X		
14 S											
15 S											
16		X					X	X			
17							X				
18					X		X				

Form E49R

OREGON STATE
HIGHWAY DEPARTMENT

TABULATION SHEET
SHEET 2 OF 2 SHEETS

BELT LINE ROAD INTERCHANGE
Contract 6938

SP*F51

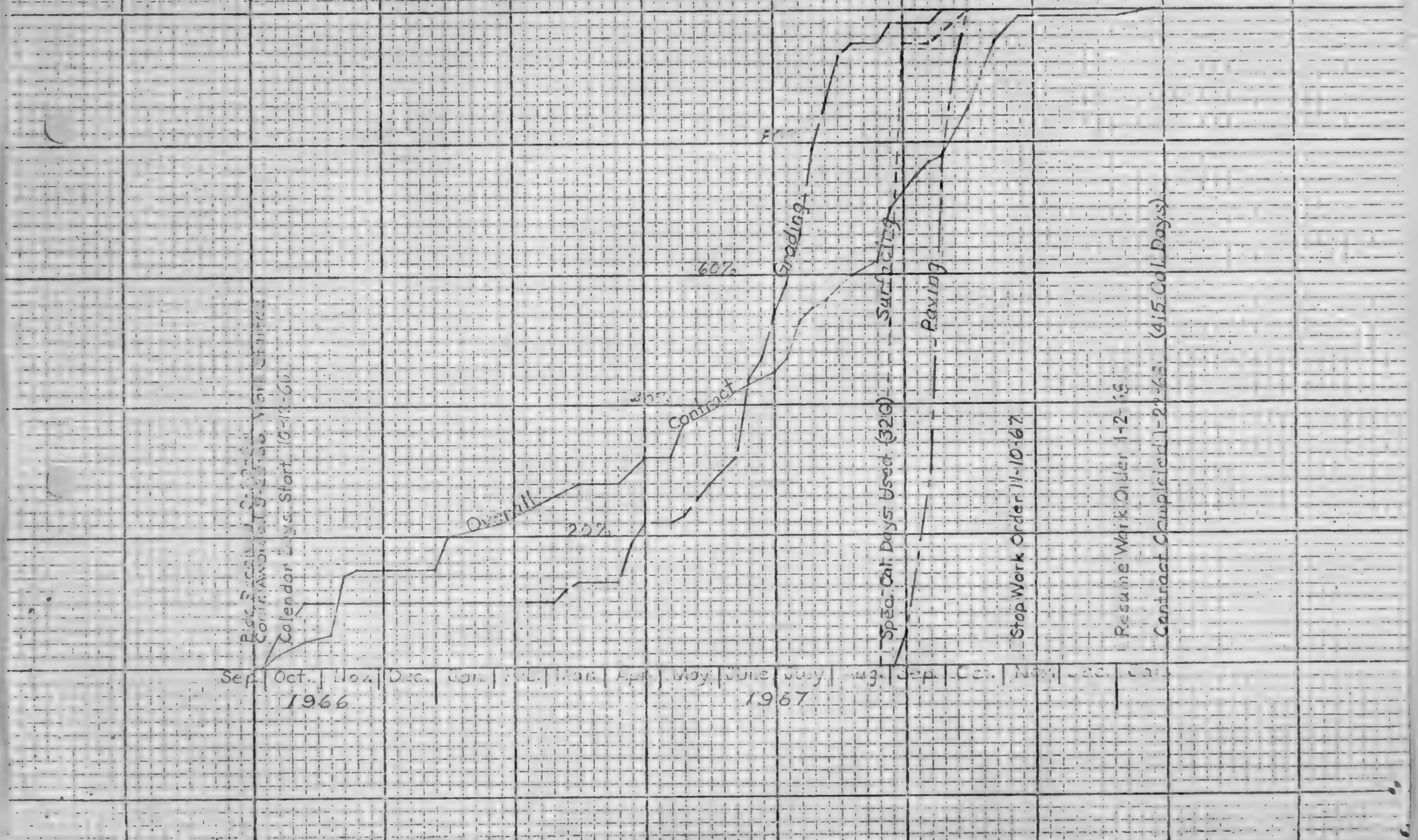
DATE	SURF.	PAVING	TOPSOIL	SEED & MULCH	FENCING	CLEAN UP	GUARD RAIL *	SIGN ING **	PA 16		
10-19-67							X	X			
20							X	X			
21 S											
22 S											
23		X			X	X	X	X			
24					X	X	X	X			
25						X	X	X			
26						X	X				
27							X				
28 S											
29 S											
30					X		X	X			
31					X		X	X			
11- 1					X		X	X			
2							X	X			
3					X		X				
4 S							X				
5 S							X				
6							X				
7							X				
8							X				
9	X						X				

				Dated	Formal State Appr.	Partic(P) Non-Partic(N)	BPR Tent. Appr.	Work Started
*	Includes	P.A. 6	Extra Guard Rail Posts	6-22-67	8-16-67	(P)	6-21	9-6
		7	Guard Rail Blocks	6-22-67	8-16-67	(P)	6-21	9-6
		9	Extra Guard Rail	7-24-67	9-18-67	(P)	9-8	10-25
		10	Steel Median Posts	9-25-67	10-10-67	(P)	9-22	10-18
		15	Backup Plates	10-16-67	11-7-67	(P)	10-13	11-1
		EWO 6	Median Barrier Anchors	9-26-67	10-10-67	(P)	9-22	10-4
**	Includes	P.A. 8	Wood Sign Posts	11-13-67	12-20-67	(P)	9-12	10-4
		12	Sign Bridge Extension	9-25-67	10-11-67	(P)	9-18	9-20
		13	Lengthen Pipe Sign Posts	9-25-67	10-11-67	(N)	(4 days, other sign work)	9-20
		EWO 2	Adjust Sign Pedestals	9-8-67	9-22-67	(P)	8-31	8-31
		7	Adjust Sign Br. Footing	10-2-67	10-19-67	(N)	(3 days, other sign work)	10-4

BELT LINE ROAD INTERCHANGE
PACIFIC HIGHWAY

Contract [illegible] Project I-5-4(5)197

PROGRESS CHART



EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: Belt Line Road Interchange
Pacific Highway, Lane County,
Oregon. Contract No. 6938

Mr. Clayton Ansell
Resident Engineer
Oregon State Highway Dept.
1841 Garden Avenue
Eugene, Oregon

Dear Mr. Ansell:

The following is a summary of some of the problems in regard to our liquidated damages on the Belt Line Project Contract No. 6938. The job was bid September 20, 1966 and work actually began on the 29th of September, 1966. The clearing, stripping of top soil, culvert and drainage work progressed rather rapidly following that time. I will not dwell on that too much since this is not where the problem lies. The things that probably caused the largest delay on this project was the unusually wet ground conditions occurring during that winter and the many changes mainly due to new Federal Safety Regulations.

It is difficult to assess just how much time the new safety regulations cost us. The change of spacing of the guardrail posts, connection of it to the bridge ends and the sign revisions certainly delayed the project materially. One sign was changed twice. Footings were in place and then had to be removed and relocated. Concrete footings were poured and then revised, cutoff and metal posts had to be re-ordered in longer lengths. Certainly the contractor should not be penalized for these changes.

We arranged early for gravel borrow at a much higher royalty price in order that we would be able to operate during the winter period. Due to the unusually soft ground conditions, we were prevented from working from November 10, 1966 to February 22, 1967, which is a period of approximately 104 days.

In addition to this time there are other periods, February 25th, from March 1 to 5th, March 9th to 20th, March 23rd to April 4, April 22nd to 30th, May 9th to the 17th, 1967. This would total approximately 44 days, from which we were prevented from working on the project. Because of these delays we were forced to double our production

on the imported borrow and rent additional equipment, which in turn, of course, increased our costs tremendously on the job. I realize that this is not the State's fault, but we want this fact called to your attention to show that we did make every effort to complete the project on time, and the effort was actually made.

Another example of our cooperating in expediting the job could be brought up in the change of the bridge end. Instead of having the bridge set on the fill, which we could see was going to be delayed, we asked for the piling end method to be used, which certainly speeded up the project, since otherwise the bridge would not have been done until a lot later. This made the bridge construction proceed on time and even though it added cost to us it certainly helped to get the project done sooner.

Your records will show that every phase of the construction team, excavation, structures, crushing, paving, guardrail and signing were diligent in the prosecution of the project.

Another factor which I think is quite important and should be mentioned is the fact that the job overran almost 10% over the net quantities which we had been anticipating. Certainly this should be taken into account in the allotment of time. This project carried 320 days and this 10% increase alone should justify 32 days additional.

The project was opened to traffic on October 30, 1967 and certainly no justification for time charges after that date is real in my opinion. Charges prior to that date certainly have merit but after that should not be charged.

This briefly gives you some idea of what we are talking about when we say that we feel that liquidated damages should not assessed on this project.

We urge your immediate consideration of these claims because certainly the money has been tied up for some time and we would appreciate getting this money since we are having to pay interest on the money during the interim period.

Respectfully submitted,

EARL L. McNUTT CO.

R. E. McNutt
Partner

REM/mw
Enc.

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4150

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: Belt Line Road Interchange
Pacific Highway, Lane County,
Oregon. Contract No. 6938

Time Extension Claims -- Belt Line

Price Agreement #1	Increase steel piling	7 days
Price Agreement #3	Piling splices	1 day
Price Agreement #6	Median Barrier post spacing to 6'3"	2 days
Price Agreement #7	Guardrail blocks	1 day
Price Agreement #8	Sign revision	10 days
Price Agreement #9	Guardrail in lieu of curb	3 days
Price Agreement #10	Median posts on structure	2 days
Price Agreement #12	Sign Bridges	10 days
Price Agreement #13	Sign Post Changes	10 days
Price Agreement #15	Backup plates on guardrail	2 days
Price Agreement #16	Landscape strips	2 days
Extra Work Order #2	Change sign pedestals	3 days
Extra Work Order #3	Adjust inlet	1 day
Extra Work Order #4	Repair conduit	1 day
Extra Work Order #5	Jute lined ditch	1 day
Extra Work Order #6	Median barrier post anchors	2 days
Extra Work Order #7	Relocate sign bridge footing	2 days
Extra Work Order #8	Connect guardrail to bridge ends	21 days

ElPaso Natural Gas "mudded up" their area until it took extra time to get ready for embankment — 3 days

Mixup in 5' radiius guardrail caused by a delay in procurement. Apparently the fault is with the supplier who sent 10' radius--but this delayed the project probably — 5 days

Total — 89 days

(Increase in project 10% — 32 days)

EARL L. McNUTT
RES. PHONE 344-2095

R. E. (BILL) McNUTT
RES. PHONE 343-3500

ARNOLD LINDELAND
RES. PHONE 344-8567

EARL L. McNUTT CO.

GENERAL CONTRACTORS

351½ EAST BROADWAY AREA CODE 503 PHONE 344-4257
EUGENE, OREGON 97401

BOISE OFFICE
P. O. BOX 1900
AREA CODE 208 342-4180

STANLEY QUIGLEY
RES. PHONE 343-1315
BOISE, IDAHO 83701

March 12, 1968

Re: Belt Line Road Interchange,
Pacific Highway, Lane County,
Oregon. Contract No. 6938

Chronological Data -- Belt Line

9-20-66	Bids Opened
9-29-66	Work started
9-30-66	Clearing, cleanup, stripping
10-3-66	Bridge footings being excavated
10-5-66	Ditching and topsoil work
10-10-66	Two shifts on embankment
10-11-66	Jacking pipe under pavement
10-13-66	Working on 42" Storm sewer
10-20-66	El Paso Natural Gasline relocation started by them
10-24-66	No embankment work -- too wet, backfilling around storm sewer
11 - 66	Laying Pipe - structure progressing
11-17-66	El Paso working 2 shifts
11-23-66	Piling and change on structure
12-2-66	El Paso finished
12-6-66	El Paso moved out
1-18-67	Attempted to place embankment, unable to do so
3-21-67	Excavation for multiplate
4-3-67	Multiplate going in
4-18-67	Concrete invert in multiplate
5-16-67	Aereating and attempting to dry material for embankment
6-1-67	Crushed rock being stockpiled
7-6-67	Slope paving around structure
8-1-67	Nite shift only--trying to dry embankment during daylight hours
8-8-67	Sign work
8-15-67	Last night shift
8-18-67	Stopped pour on concrete pedestal for sign
8-24-67	Next sign work
8-31-67	Chipping concrete sign pedestal
8-24-67 to 8-28-67	Signs undecided
8-31-67	Topsoil being placed
9-1-67	Topsoil being placed
9-7-67	Asphalt prime being placed
9-8-67	Asphalt prime finished
9-8-67	Median rail work
9-12-67	Bituminous base, topsoil, sign changes
9-16-67	Completed topsoil
9-18-67	Bituminous base completed

9-18-67	Started Asphaltic concrete
9-25-67	Started seeding and mulching
	Paving and guardrail still in progress
9-29-67	Seeding and mulching finished
10-11-67	Finished paving all roadway
10-12-67	Hanging guardrail
10-16-67	Finished paving in gore areas
10-17-67	Stripping pavement
Note:	Could have been opened to traffic at this point without sign changes
10-30-67	Open to traffic
11-9-67	Guardrail work, shutdown order
1-2-68	Guardrail to bridge end work started
1-22-68	Guardrail to bridge end completed

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MAY 27 1968
FOR FILING
I-5-4(54)197
6127

May 24, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 6
May 29, 1968 meeting

Gentlemen:

Earl L. McNutt Company, contractor on the Belt Line Road Interchange Section of the Pacific Highway in Lane County, Contract No. 6938, has requested an increase of 95 calendar days. The contractor's request is based on work added to the contract, delays caused by utility work and procurement of a special guardrail section, plus an increase in the original contract items.

Changes were made late in the contract by price agreement and extra work order. The majority of these work orders concerned guardrail and signing revisions to comply with the latest safety standards. All of these late changes caused the contractor to revise his scheduling with regard to his regular contract surfacing and paving and the guardrail and signing work.

There were six work orders concerning guardrail changes and five work orders relating to sign revisions. The majority of this work was done after the specified calendar days had expired and prior to a shutdown order which was issued effective November 10, 1967. During this 74-day period, the contractor was working on regular contract work for 45 calendar days. Therefore, an increase of 29 calendar days is justified.

One extra work order was done after a resume work order was issued on January 2, 1968, and was the only work remaining to be done. The contract was completed January 22, 1968, and an increase for these 21 calendar days is justified.

In October 1966, there was a utility delay involving a natural gas line that effectively delayed the contractor's normal work for a period of four calendar days. Since the Bureau of Public Roads will not recognize utility delays, these four calendar days on a nonparticipating basis are justified.

The procurement of a special guardrail section is not a justifiable reason for an increase as this section was shown on the plans.

The increase in contract items to which the contractor refers concerned the net quantities. The actual contract cost based on gross quantities underran so no extension is justified.

I recommend that the calendar days be increased by 34. This will reduce the liquidated damages to $8,200.

This is a Federal-aid Interstate project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the May 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
C. T. Keasey

DES:nm fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6938 Contractor Earl L. McNutt Co.

Highway Pacific

Section Belt Line Road Interchange

Kind of Work Grading, Paving, Structure & Signing

It is recommended that the request for increase in the number of ~~workdays~~ calendar days within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Work added to the contract by price agreements and extra work orders justify an increase of 60 calendar days. Delay caused by gas line utility adjustment justifies an increase of 4 calendar days.

Recommended for Approval:

John Clemens Asst. Division Engineer

for Construction Engineer or ~~State~~ Engineer

~~Assistant~~ State Highway Engineer

Contract No.	6938
Project designation	I-5-4(54)197 (State-Federal)
Date awarded	9-29-66
Work started	9-29-66
Per cent completed	100% 1-22-68 (Date)
No. of ~~Workdays~~ Calendar days Allowed	320
No. of ~~Workdays~~ Calendar days Used	415
No. of Added ~~Workdays~~ Requested	64

SP*6206-734

M-550 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 12, 1968

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 320 days to 415 days, within which to complete our Contract No. 6938, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter and other information attached hereto.

Respectfully submitted,

Earl L. McNutt Co.
Contractor

By [signature]
Partner

CONSENT OF SURETY

Date March 12, 1968

We, UNITED PACIFIC INSURANCE COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

UNITED PACIFIC INSURANCE COMPANY
By [signature]
Attorney-in-fact A. G. Mansfield

MANSFIELD & CO.
By [signature]
Resident Agent

(SEAL)

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MAY 24 1968
UNITED STATES GOVERNMENT
FOR FILING

Memorandum

I-5-4(54)197

6938

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE.- Salem OR 97301

DATE: May 23, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

RECEIVED
MAY 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
Pacific Highway
Time Extension

NOTE F. B. KLA

We have reviewed Mr. Klaboe's May 9 submission relative to a time extension on the above project. The contractor requested 95 additional calendar days. You recommended and requested our concurrence in 64 additional days.

Our review indicates that mainline paving was pursued without significant interruptions except during periods of bad weather which the contractor could have anticipated until at least October 11 when mainline paving was complete. To that date it appears that orderly prosecution of contract items and eventual completion were not particularly affected by the safety revisions; rather, until approximately that time completion was contingent upon his scheduling and completing regular contract items with his methods of operation. For example, drying of his wet embankment material by aeration had a delaying effect on all subsequent operations. This in particular offset his base and surfacing operations.

The utility delay involving El Paso Gas line adjustments for which you felt 4 calendar days was justified cannot be considered for participation. Our August 10, 1966 memorandum regarding PS&E approval and our September 8, 1966 memorandum regarding this adjustment stated that only such delays after December 15, 1966, the date of Revision Letter No. 2, would be considered in adjusting contract time without appropriate credits in Interstate participation for liquidated damages.

Therefore, the only delays justifiable appear to be those after mainline paving was complete, October 11. Except for some minor items it appears that almost all contract work performed after that date was affected by the safety revisions and that the contract work performed during this period would have otherwise been accomplished by about October 11.

Days charged after that date, the amount of extension in which we concur, are 50 calendar days. For participation purposes, this amounts to assessment of liquidated damages for 45 calendar days or $9000.

copies to Young, Maison, Morgan 5-24-68

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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MAY 13 1968
FOR FILING

I-5-4(54)197

6938

May 10, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6938 awarded to Earl L. McHutt Company for grading, paving, structure, and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County was completed on January 22, 1968, and accepted by the Highway Commission on May 8, 1968.

Final payment in the amount of $82,534.45 will be released to the contractor after May 17, 1968. The total contract amount is $1,636,753.61 including $7,196.84 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Earl L. McHutt Company
351½ E. Broadway
Eugene, Oregon 97401

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
MAY 9 - 1968

xxxxxxxxxxxxxxxx

xxx Pendleton
Thaddeus B. Bruno, Member
Portland

I-5-4(54)197
6938

May 9, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension
Belt Line Road Interchange
Pacific Highway
Project No. I-5-4(54)197

We have received from Earl L. McNutt Company, contractor on the subject project, a request for an increase of 95 calendar days. The contractor's request is based on work added to the contract, a delay caused by utility work, a delay in acquiring a special section of guardrail and an increase in the original contract items.

Many changes were made on this contract by price agreements and extra work orders. There were 16 price agreements and 8 extra work orders. The majority of these work orders concerned guardrail and signing revisions to comply with the latest safety standards.

Price Agreement Nos. 6, 7, 9, 10 and 15 and Extra Work Order Nos. 6 and 8 all dealt with changes in the guardrail and median barrier. The alloted contract time expired August 28, 1967. With the exception of Extra Work Order No. 8, all these work orders were performed after September 6, 1967 and prior to a shutdown order which was effective November 10, 1967. Price Agreement Nos, 6 and 7 were formally approved August 16 and the contractor started work on September 6. Price Agreement No. 9 was formally approved September 18, Price Agreement No. 10 on October 10, Price Agreement No. 15 on November 7, and Extra Work Order No. 6 on October 10, 1967. These late changes very definitely changed the contractor's scheduling with regard not only to the guardrail work but also the paving work. A summary of the work done after the specified calendar days expired is attached.

The only guardrail work performed prior to September 6 had to do with salvaging 50 feet of existing guardrail. After the specified calendar days expired on August 28, 1967, until September 18, the major part of the contractor's efforts concerned surfacing and topsoil. During this period he worked on these items for a total of 16 days. From September 18, when the paving started, to November 10, when the stop work order was issued, the contractor worked primarily on paving for 19 days.

Price Agreement Nos. 8 and 12 and Extra Work Order No. 2 all concerned signing changes required by the new safety standards. Two other work orders concerning signing revisions were performed on a nonparticipating basis and were done concurrently with other signing work. The three participating orders were performed after August 31 and prior to the shutdown order mentioned above. These revisions caused the contractor to change his scheduling and definitely delayed his overall progress.

The total days, then, during this period (August 28 through November 9, 74 days) when the contractor was working primarily on regular contract work amounted to 35 days. Because of the late changes which were made in guardrail and signing and the resultant confusion and changes that this required in the contractor's scheduling, we believe that the remaining 39 calendar days in this period are justified.

Extra Work Order No. 8 was all performed after a resume work order was issued January 2, 1968 and was the only work remaining to be done. The contract was completed January 22, 1968 and an extension of 21 calendar days for this one work order is justified.

Price Agreement Nos. 1, 3 and 11 concerned changes in the structure which did not delay the overall contract. No extension for these orders is justified.

Price Agreement No. 14 for two gates did not delay the contract and no extension is justified.

Price Agreement No. 16 was for paving landscape strips and was done on October 12 and 13, 1967. This is in the same time period for which we have recommended an extension of 39 calendar days and no additional time is justified.

Extra Work Order Nos. 3, 4 and 5 on drainage items did not appreciably slow the contractor's regular work and no extension for this work is justified.

There was a utility delay involving El Paso Natural Gas lines which occurred in October 1966 and effectively delayed the contractor's normal work for a period of 4 calendar days (October 20-24). An extension in this amount is justified.

Although there was a delay in receiving a 5-foot-radius guardrail piece which was part of the plan work, the delay did not prevent the contractor's performing other normal work and/or other extra work.

The contractor cites an increase in the project cost of approximately 10 percent. This percentage represents an increase over the contract net quantities. The actual contract cost (based on gross quantities) underran some $24,000. No extension for this reason is justified.

As noted above, a stop work order was in effect on this contract from November 10, 1967 through January 1, 1968. The contract was completed January 22 at which time 415 calendar days had been charged. This is 95 calendar days in excess of the number allowed.

It is our recommendation that the calendar days be increased by 64. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. T. Keasey

DES:nn mc

RECEIVED
MAY 10 1968

I-5-4(54)197
6938

May 8, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed January 22, 1968, on Contract No. 6938. The contract was with Earl L. McNutt Company and was for grading, paving, structure, and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 8 and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
C. T. Keasey

mc jko

UNITED STATES GOVERNMENT

Memorandum

I-5-4(54)197

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 5, 1968

In reply refer to: 08-35.DA-2

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
State Force Order No. 7, Supplement No. 3
Estimated amount of the Supplemental Order: $1,000
Federal participation: $900

Reference is made to your letter dated April 4, 1968 concerning subject order for illuminating sign no. 13 at Beltline Road Interchange.

Since this item of work is necessary and in connection with the safety revisions being accomplished under approved State Force orders on this project, it is approved for participation. As an item related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State Forces for accomplishing this work has been found to be in the public interest.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement for the participating work is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

4-10-68

REFERRED TO

By Asst State Hwy. Engr

41 Encs

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APR - 9 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form Acc-[illegible] 4

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

[illegible] funds are req[illegible]
Date [illegible] 3/26/68
Time [illegible] Dist. Engineer
U.S. Bureau of Public Roads
Supplement #3
Order No. 7

Project Name Belt Line Road Interchange Date March 26, 1968

Highway Pacific Contract No. 6938 F. A. Project No. I-5-4(54)197

County Lane Prefix 620-1027 Account No. 276-07

Description of Work To Be Done:

Provide illumination to Sign #13 at Harlow Road Overpass structure.

Location by Station Numbers:

Harlow Road Overpass structure

Estimate of Quantities and Costs:

Provide Illumination to Sign #13	Estimated Cost	$1,000.00

Explanation:

Illumination necessary because sign will be placed on structure in lieu of on posts as per original plans.

Work not started.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $1,000.00 for work under this order	$1,883,043.91
Expected under-run (amount)	$92,564.82
Expected under-run (per cent)	4.69%

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ John Quiner Asst. Division Engineer

Approved: /s/ L. H. Young [illegible] Office Engineer.

State Printing

RECEIVED
MAR 27 1968

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5-4(54)197

TO 6[illegible]: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 18, 1968

In reply refer to: 08-35.DA-2

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
State Force Order No. 7, Supplement No. 1
Total estimated amount of the Supplemental Order: $4,050
Federal participation: $3,645

Reference is made to your letter dated March 6, 1968 concerning subject order for adjusting signs Nos. 7, 9, 17, 18 and 21 on the Beltline Road Interchange.

The revisions to breakaway designs are approved for participation effective January 15, 1968. This approval is with the understanding that appropriate salvage, when determined, will be submitted to this office for approval and credited to the project.

As an item related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State forces for accomplishing this work has been found to be in the public interest and is approved for this work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
Young Work.
By [illegible] State Hwy. Engr
3-27-68

RECEIVED
MAR 25 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS [illegible]

Form [illegible]-108—5M

3

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon [illegible] of project agreement if additional funds are required.

JAN 15 1968 G-1P

Date 1968 [illegible]
[illegible] Engineer

U.S. Bureau [illegible] Supplement #1

Order No. 7

Project Name Belt Line Road Interchange Date February 23, 1968

Highway Pacific Contract No. 6938 F. A. Project No. I-5-4(54)197

County Lane Prefix 620-1027 Account No. 276-07

Description of Work To Be Done:

Adjust Type "A" Sign Supports
Revise sign supports on Signs #7, #9, #17, #18 and #21 from single 10-inch and double 8-inch to breakaway supports. (Sign #9 will require 3 posts)

Location by Station Numbers:

Sign #7 - 436+47: Sign #9 - 446+50: Sign #17 = 346+08: Sign #18 - 352+65: Sign #21 - 372+00

Estimate of Quantities and Costs:

Revise sign supports to breakaway type

Material	$2,800.00
Equipment Rental	500.00
Labor	750.00
TOTAL	$4,050.00

Explanation: Refer to letter of 1-15-68 from Mr. Parsons, BPR, to Mr. Cooper (attached). Also refer to reply of 2-15-68 from Mr. Cooper to Mr. Parsons (attached). Existing sign supports to be stockpiled at Laurel Hill S.P. site adjacent to Glenwood Interchange, Pacific Highway M. P. 109.44. Prices furnished by Sign Dept. (Mr. Gix)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $4,050.00 for work under this order	$1,880,741.41
Expected under-run (amount)	$ 94,867.32
Expected under-run (per cent)	4.80%

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or [illegible]

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
[illegible]

RECEIVED
MAR 27 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Memorandum

I-5-4(54)197
6934

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: March 18, 1968

In reply refer to: 08-35-DA-2

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
State Force Order No. 7, Supplement No. 2
Estimated amount of the Supplemental Order: $1,302
Federal participation: $1,172

Reference is made to your letter dated March 6, 1968 concerning subject order for guardrail, guidepost and striping revisions.

The guardrail removal and flare and the necessary revisions of guide posts are approved for participation effective January 15, 1968. This approval is with the understanding the project is to be credited for all salvagable materials. When determined, the amount to be credited should be submitted, with appropriate support, for approval by this office. Credit should also be given for the guardrail materials noted in the order as being removed from around sign No. 21 by the county.

The minor striping revision estimated to cost $200.00, should be performed on a non-participating basis. As initially stripped, the effective length of the southbound merging area between the two loops was significantly less than length available and desirable.

As itens related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State forces for accomplishing this work has been found to be in the public interest and is approved for the participating work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement for the participating work is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

REFERRED TO
Jones w/enc.
STATE HWY. ENGR.
3-27-68

RECEIVED
MAR 26 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form A-108—8M

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon [illegible] of project approval [illegible] funds are [illegible]
Date JAN 15 1968 G-ZP
Title Dist. Engineer

U.S.S Supplement #2 Roads

Order No. 7

Project Name Belt Line Road Interchange Date February 23, 1968

Highway Pacific Contract No. 6938 F. A. Project No. I-5-4(54)197 279 and

County Lane Prefix 620-1027 Account No. 276-07

Description of Work To Be Done: Salvage Guardrail, Salvage & Reinstall Guide Posts.
Salvage & Reinstall 87.5' of Guardrail to Flare Plan (Standard Drawing #2094 8-67)
(6 new posts, 1 new block, 1 new end piece)

Revise striping adjacent to southbound I-5 between E and C lines, to increase the length of the deceleration lane.

Location by Station Numbers: Guardrail and Guide Posts at: Sign #7-436+47: Sign #9-446+50: Sign #10-447+18: Sign #17-346+08: Sign #18-352+65.

Flare Guardrail at approx. Sta. G 435 to 435+87.5

Estimate of Quantities and Costs:

Salvage Guardrail	812.5	lin.ft.	at $1.00	=	$ 812.50
Salvage & Reinstall Y-2 Guide Post	45	each	2.00	=	90.00
Salvage & Reinstall 87.5' Guardrail	All			=	200.00
Revise Striping	All			=	200.00
			TOTAL		$1,302.50

Explanation: Refer to letter of 1-15-68 from Mr. Parsons, BPR, to Mr. Cooper (attached). Also refer to reply of 2-15-68 from Mr. Cooper to Mr. Parsons (attached) salvaged guardrail (812.5') to be stockpiled at Laurel Hill S.P. site adjacent to Glenwood Interchange, Pacific Hwy. M.P. 109.44.
County to remove guardrail around Sign #21. Prices furnished by DMS (Ansell)

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,975,608.73	
Present estimate of project cost, including $1,302.50 for work under this order	$1,882,043.91	
Expected under-run (amount)	$ 93,564.82	
Expected under-run (per cent)	4.74%	

Submitted by: /s/ C. K. Ansell
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Constr. Engr.

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young

I-5-4(54)197

6238

C

FORM E-1 REV. 7-61

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Belt Line Road Interchange		WEEK ENDING: Feb. 17, 1968
		SECTION PREFIX: 620-1027
HIGHWAY: Pacific		COUNTY: Lane
NAME OF JOB: Belt Line Road Interchange	KIND OF WORK: Grading, Paving, Structure, & Signing	
CONTRACTOR: Earl L. McNutt Co.	FINAL NUMBER: 6938	FEDERAL AID PROJECT NUMBER: I-5-4(54)197
DATE OF CONTRACT: Sept. 29, 1966	DATE WORK STARTED: Sept. 29, 1966	ESTIMATED COMPLETION DATE: Jan. 22, 1968
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 320	CALENDAR DAYS USED 415
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 130
PROJECT AUTHORIZATION: $1,973,608.73		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $1,835,221.00	ENGINEERING AUTHORIZATION $140,487.73	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $1,746,191.41	ENGINEERING COST TO DATE $130,500	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4.8 %	PERCENT OF AUTHORIZATION 93 %	DATE PROJECT WAS COMPLETED: Jan. 22, 1968

Semi-Final submitted 2-13-68

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9587							
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Becker
Bond
Walker
Swan

RECEIVED

Scott
Litchfield
Olson

NOTED
R. D CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete Jan. 22, 1968.

Semi-Final submitted Feb. 13, 1968.

SIGNED C. K. Angell JM LOCATION Eugene

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
FEB 16 1968
FOR FILING
I-5-4(54)197
6937

February 15, 1968

1364

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 N. E. Cottage Street
Salem, Oregon

Re: Oregon Project I-5-4(54)197
Beltline Road Interchange

Your File 08-35-DA

Dear Sir:

In response to your memorandum dated January 15, I am instructing our Division Office to initiate a state force order for revision of Signs No. 7, 9, 17, 18, and 21 from single 10-inch and double 8-inch supports to appropriately designed breakaway supports. At these five locations, the guardrail will be removed and standard delineations will be installed.

The guardrail will be removed from Sign No. 10 and standard delineations installed. State forces are in the process of changing this sign support to a 6-inch breakaway design.

The striping adjacent to southbound I-5 between the "E" and "C" lines will be revised to increase the effective length of the deceleration lane.

A formal request for your participation in these revisions will be made at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe (enc.)
E. S. Hunter
F. B. Crandall
F. D. Morgan (enc.)
Carroll T. Keasey
L. H. Young

CMW: ja

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301

DATE: January 15, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange

Attached are two contact inspection reports dated 9-14-67 and 12-27-67 covering the Beltline Road Interchange project. The 9-14-67 report was furnished your office in September.

These reports concern roadside sign supports and related guardrail constructed on this project and which do not substantially comply with the February 1967 AASHO Special Report on Highway Safety, which was implemented by Instructional Memorandums of May 19, 1967 and June 29, 1967.

Additional work is necessary to make the project comply with the Special Report recommendations. Although some changes for certain items were made on this project to upgrade safety standards as they were formulated, handling of traffic signing does not appear to have been consistent with other State Highway projects active in the area at that time.

The changes should be made as expeditiously as practicable and if eligibility for participation is established, use of State Forces for this work at your request could be approved as provided by IM 21-11-67.

Enclosures
Contact Insp Rpts (2)

MAINTENANCE ENGINEER
RECEIVED
FEB 7 1968
ME AME AME AME AG
BS ABS AA FILE TA

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

(FHWA) PR-33A (REV. 8-65) cc:OSHD(Klaboe) (Special request)

DIVISION FILE COPY

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Brooks
Toledo

~~INTERMEDIATE~~ CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	Contact	Lane	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
9-14-67	J. J. Hegmann, Area Engr		I-5-4(54)197

IN COMPANY WITH
C. Ansell, Res Engr; E. Jones, Res Bridge Engr

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	105 %	75 %

REMARKS (1) COMPLETED WORK; (2) WORK IN PROGRESS; (3) COMMENTS AND RECOMMENDATIONS

COPY SENT

SEP 22 1967

STATE

BELTLINE ROAD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

This contact inspection took place at the project site. Main active work included subcontractor's placement of black base in the southeast quadrant. The main purpose of the inspection was to discuss (1) bridge damage caused by contractor and (2) signing with regard to the yellow book.

1. Bridge Damage

Due to hauling and base-laying operations the contractor or his subcontractor has chipped portions of the unprotected concrete lips at each end of the Beltline structure. Also, by not keeping the deck clean or joints adequately protected during his hauling operations until recently, he has damaged quite seriously the longitudinal joint down the middle of the structure. The damage, which consists of spalled areas in and around the joint, was caused by stones lodging in the joint and the resulting "crushing" action of the deck during his hauling operations. In one area near the center of the longest span, the concrete has broken back approximately 3 inches exposing reinforcing steel. The contractor has taken steps to protect the longitudinal joint in some areas with boards and the ends of the structure with small ramps. The contractor is being required to repair the damage at his expense.

Tentative approval was given to install a preformed compartmentalized neoprene joint seal in the longitudinal joint after it is repaired to protect it against possible future damage and to protect Interstate traffic below.

2. Signing

In accordance with the AASHO Yellow Book on Highway Safety, the following changes have been effected:

(more)

a. Sign 10 has been revised to ultimately include breakaway multiple supports. Until State forces can obtain and install some, it will be supported on yielding wooden posts. Guardrail is not to be placed in front of the breakaway supports. Earlier, a 10-inch single support with breakaway base and guardrail in the gore was proposed; in our opinion, this would have constituted two hazards in the gore and that plan was abandoned.

b. The massive concrete pedestals supporting the three sign bridges on the project have been reduced in height to be nearly flush with the ground and the vertical steel has been lengthened.

c. Some guardrail revisions including rail between opposing movements on each inner and outer loop, addition of blocks, connections to structures at some locations, upgrading the structure median rail.

For various reasons some revisions to make the project comply substantially with the yellow book have not been made:

a. Gore area signs except sign #10 are being moved back but no provisions have been made or are apparently contemplated on this project for revising the supports for multiple breakaway bases. If possible, guardrail should be eliminated in these gore areas and breakaway supports provided.

b. Several ground mount signs remain within the 30-foot setback area with guardrail protection planned. Again both the ground mount rigid support and the guardrail constitute a hazard which in some cases may be eliminated at low cost.

c. Not all guardrail at structures is anchored to the structure but it should be anchored.

These changes should be made prior to acceptance of the project but in accordance with the provisions of IM 21-11-67 may be made with State forces. There has been reportedly some difficulty negotitating equitable prices on this contract and the contractor is already out of time and on liquidated damages.

FORM PR-33A (REV 8-63)

U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Special request:
cc: OSHD(Klaboe)
OSHD(L F George)

CONTACT
INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
8	Contact	Lane	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
12-27-67	J. J. Hegmann, Area Engr		I-5-4(54)197

IN COMPANY WITH
J. Quinn, Asst Div Engr, C. Ansell, Res Engr, OSHD

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	123 %	99 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

BELT LINE ROAD INTERCHANGE SECTION
PACIFIC HIGHWAY
Grading, Paving, Structures, and Signing

The purpose of this inspection was to view project signing and related items covered under the AASHO Special Report on Highway Safety. As noted in the previous contact inspection, several changes have been effected to make some of the project features comply with the recommendations of the AASHO Special Report; however, some features, particularly the roadside signing, are not in conformance with the recommendations of the Special Report.

Below are the specific signs and related items which, in the writer's opinion, do not substantially comply with the recommendations of the Special Report:

1. Sign No. 9 is located in a gore area on two 8-inch standard posts behind guardrail. This sign is in a particularly vulnerable area. It is in the gore area at the end of the weaving section for the inner loop serving southbound Interstate traffic, and exiting southbound travelers are confronted with a curve in this area signed for 25 mph. This sign should be revised to a breakaway design and the guardrail should be removed completely and other more satisfactory delineation installed.

2. Sign No. 10 is being revised along with Signs Nos. 3, 7, 12, and 13 under a State Force Order and Price Agreement. Sign No. 10 is a gore sign serving northbound Interstate traffic on the northbound collector-distributor lanes. The orders call for temporary wood posts for Sign No. 10 furnished by the contractor to be replaced by 6-inch breakaway posts and mounts by the State when available. As with Sign No. 9, the guardrail protecting traffic from Gore Sign No. 10 should be removed and other delineation provided when the breakaway posts and mounts are installed.

(more)

3. Sign No. 7 is located in the second gore area serving northbound Interstate traffic on the collector-distributor lane. It is mounted on a 10-inch standard pipe post behind guardrail. The sign should be revised with breakaway posts and mounts and the guardrail should be removed from the gore area and appropriate delineation installed.

4. Sign No. 21 is located on two 8-inch standard pipe supports and is behind a run of guardrail. This sign is near the railroad crossing and two-lane section and is near the stop condition at the end of the present Beltline Road; however, due to future anticipated improvements and because of the small cost involved, consideration should be given to revising the sign supports for this sign to breakaway design along with removal of the guardrail.

5. Sign No. 17 is mounted on a 10-inch standard pipe in the second gore area adjacent to westbound Beltline Road traffic. Guardrail has been placed in front of the sign. Sign should be revised with breakway posts and mounts and the guardrail should be removed and other appropriate delineation installed.

6. Sign No. 18 is similar to Sign No. 17 located adjacent to the eastbound Beltline Road traffic. It too should be revised to a breakaway design and the guardrail should be removed.

The Report of Traffic Safety, which was implemented by May 19 and June 29, 1967 Instructional Memorandums, was discussed by the writer with Division and project representatives in June 1967. Several changes in the signing and guardrail were implemented as the project progressed and even some of the changes were altered as safety standards were formulated and revised by the Highway Department. The writer has been advised that because of materials being ordered or delivered, sign base footings being poured, slow progress of the contractor and anticipated completion date, and other reasons, not all of the currently accepted safety standards were incorporated into the project.

As discussed with Assistant Division Engineer Quiner and Resident Engineer Ansell, it is the writer's opinion that the above listed changes should have been and should be made before acceptance of this project. As provided in the governing Instructional Memorandums, use of State forces is acceptable. It is also the writer's opinion that the proposed changes should be participating with the understanding that appropriate credit be allowed for guardrail, guardrail posts, signposts and any other materials salvageable as a result of the proposed changes.

(more)

In addition to the signing, it is believed that a striping change is in order in the vicinity of the weaving section between the two inner loops of the southbound Interstate lanes. Current striping tends to decrease the effective length of the deceleration lane between the "E" and "C" ramps.

RECEIVED
FEB 20 1968

FOR FEDERAL GOVERNMENT

Memorandum

I-5-4(54)197

1938

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

477 Cottage St. NE. - Salem OR 97301
DATE: February 14, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
Price Agreement No. 8

2-19-68
REFERRED TO
By Asst. State Hwy. Engr.

Returned herewith approved is Price Agreement No. 8 regarding revisions of signs Nos. 3, 7, 10, 12 and 13 on the Beltline Interchange project. This approval is with the understanding that the installation of sign No. 7 will be further modified to comply with the recommendations of the AASHO Special Report on Highway Safety; presently the sign is mounted on a 10-inch post behind guardrail in a gore area. It should be mounted on breakaway supports without unnecessary guardrail.

The other changes appear to comply with the above Special Report and with the approved request of March 31, 1967 to add the "Airport" destination to signs Nos. 3, 7, 10 and 12.

There is some confusion regarding revisions of T.E.D. drawings S-469 and S-470. By March 31 letter you requested, and we approved, the addition of the "Airport" destination to signs 3, 7, 10 and 12; however, we did object to the use of a 10-inch diameter support for sign No. 10 due to its mass even though it was to be "breakway" (5/67 revisions of S-469, S-470 and S-471). Subsequently a new revision of 7/67 called for a 6-inch E.S. breakaway support for sign No. 10 which was acceptable to us; however, it also called for eliminating the "Santa Clara" destination from that sign. Deletion of "Santa Clara" from sign No. 10 is not acceptable unless that destination is likewise removed from the other signs.

There is also apparently some question as to when signs Nos. 3 and 12 are to be erected by State Forces. We believe sign No. 3 should be installed now with the "State Offices" destination removed or blanked out until applicable. Sign No. 12 should be similarily installed as soon as the footings and breakaway post can be constructed under State Force Order No. 7 which we have approved and returned by separate memorandum.

Enclosure

NOTED
F. B. KLABOE

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 9 1968
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
477 Cottage Street, NE
Salem, Oregon 97301

I-5-4(54)197

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 6, 1968

In reply refer to: 08-35.DA-2

6738

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
State Force Order No. 7
Total estimated amount of the Order: $2,600
Federal participation: $2,340

Reference is made to your letter dated December 19, 1967 concerning subject order for adjusting signs nos. 3, 10, 12 and 13 on the Beltline Road Interchange.

As an item related to safety provisions under our IM 21-11-67, dated May 19, 1967, use of State forces for accomplishing this work has been found to be in the public interest and are approved for this work.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

2-8-68
REFERRED TO
Young
ASST. STATE HWY. ENGR.

RECEIVED
FEB - 8 1968
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-106—SH

12

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Contingent upon modification of project agreement if additional funds are required.
Date G-1 P By [illegible]
SEP 1 8 1967 Title Dist. Engineer
U.S. Bureau of Public Roads

Order No. 7

Project Name Belt Line Road Interchange Date October 20, 19 67

Highway Pacific Contract No. 6938 F. A. Project No. I-5-4(54)197

County Lane Prefix 620-1027 Account No. 276-07

Description of Work To Be Done:

Adjust Type A Signs
Install Sign #10 - Pour Footings, Install 6" Breakaway Post, Fabricate & Install Sign (7' x 13')
Install Sign #12 - Pour Footings, Install 6" Breakaway Post, Mount Sign Furnished by Contractor
Install Sign #13 - Use contractor's sign mounted on wood posts Sta. 485+00; Mount on Harlow Road Overpass Structure
Install Sign # 3 - Mount sign stockpiled at maintenance yard on poured footings by contractor. Erect post stockpiled at maintenance yard.

Location by Station Numbers:

Sign #10 447+18, Sign #12 472+00, Sign #13 485+00, Sign #3 407+50

Estimate of Quantities and Costs:

Sign #10	Installation	All	$ 800.00
Sign #12	Installation	All	500.00
Sign #13	Installation	All	1,000.00
Sign # 3	Installation	All	100.00
			$2,400.00
		Contingencies	200.00
		Total	$2,600.00

Explanation:

To conform to new Safety Manual.
Prices furnished by Sign Department (Mr. Gix).

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $2,600.00 for work under this order	$1,931,338.58
Expected under-run (amount)	$ 44,270.15
Expected under-run (per cent)	2.2%

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell
Resident Engineer

Approval Recommended: /s/ John A. Bond for
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II
Asst. Division Engineer

Approved: /s/ L. H. Young
Deputy State Highway Engineer

This order does not constitute authority for expenditures [illegible]

RECEIVED
FEB 15 1968
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-4(54)197
6938

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

STATE COPY

January 30, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Contract 6938
Prefix 620-1027
FAP I-5-4(54)197

NOTED
F. B. KLABOE

Dear Sir:

All work under Contract No. 6938, Belt Line Road Interchange Section of the Pacific Highway in Lane County, was completed on January 22, 1968.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-12-68

Conditions noted on above date:

Conditions are noted in the attached copy of our January 15, 1968 memorandum.

JJH

A. W. Parsons
Division Engineer

to: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
FEB 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JJH

Brooks to Forrest Cooper

477 Cottage St. NE. - Salem OR 97301
January 15, 1968
08-35-DA

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

Original signed by
G. R. Brooks
Dist. Engineer

A. W. Parsons, Division Engineer, by G. R. Brooks, District Engineer
Salem, Oregon

Oregon Project I-5-4(54)197
Beltline Road Interchange

Attached are two contact inspection reports dated 9-14-67 and 12-27-67 covering the Beltline Road Interchange project. The 9-14-67 report was furnished your office in September.

These reports concern roadside sign supports and related guardrail constructed on this project and which do not substantially comply with the February 1967 AASHO Special Report on Highway Safety, which was implemented by Instructional Memorandums of May 19, 1967 and June 29, 1967.

Additional work is necessary to make the project comply with the Special Report recommendations. Although some changes for certain items were made on this project to upgrade safety standards as they were formulated, handling of traffic signing does not appear to have been consistent with other State Highway projects active in the area at that time.

The changes should be made as expeditiously as practicable and if eligibility for participation is established, use of State Forces for this work at your request could be approved as provided by IM 21-11-67.

Enclosures
Contact Insp Rpts (2)

cc:
Region
OSHD (L E George)

JJHegmann: rc/gh/es

Monthly transaction number: 1-70	FORM 2A (REV. 8) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 17	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 1-3-68	County: Lane
Modification number: 2		Project number: I-5-4(54)197

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 28, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,873,724	$ 1,874,668.00
Federal funds	$ 1,728,400.00	$ 1,729,200.00
Other revisions		

This modification is made for the following reasons:

Estimate revised to include pavement striping which was previously retained in program status.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 23 day of January, 1968.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd J. Stinnett

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backland
(Division Engineer)
L. R. Backland, Admin Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(54)197

SALT LAKE ROAD INTERCHANGE ON THE

PACIFIC HIGHWAY IN LANE COUNTY

Revised project agreement estimate to include pavement striping which was previously retained in program status.

Salem, Oregon, January 11, 1968

Type Code 6201
Roadway (Sta. 441+37.75)(Contract No. 6938)

Previous subtotal of roadway items on estimate dated April 12, 1967		$1,362,037.03
Revised Estimate		
Approved S.F.O. No. 6 Pavement Striping	All Required	858.00
	Subtotal	$1,362,895.03
	10% Engr. & Cont.	136,288.72
	Total	$1,499,183.75
Credit for Signs Removed	All Required	(3,696.75)
		$1,495,487.00

Structure same as previous estimate of 11-7-66 $379,181.00

Length of Roadway - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,495,487.00	$1,379,500.00	$115,987.00
Structure	379,181.00	349,700.00	29,481.00
Total	$1,874,668.00	$1,729,200.00	$145,468.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 620-1027

STATE COPY

Monthly transaction number 5-27	FC PR-2A (Rev. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 12	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Lane
Modification number 1 6438		Project number I-5-4(54)197

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 28, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,862,664.00	$ 1,873,724.00
Federal funds	$ 1,718,200.00	$ 1,728,400.00
Other revisions		

This modification is made for the following reasons:

Based on revised estimate including utility work authorized March 15, 1967.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 28th day of April, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Labbe

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Executing Officer)

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(54)197

BELT LINE ROAD INTERCHANGE ON

THE PACIFIC HWY. IN LANE COUNTY

Revised Project Agreement Estimate. (Revised to include work by Pacific Power and Light Co.)

Salem, Oregon, April 12, 1967

Type Code 6201
Roadway (Sta. 441+37.73)(Contract No. 6938)

Subtotal on estimate of November 7, 1966			$1,351,982.58
Utility			
Pacific Power & Light Co.	All Required		10,054.45
		Subtotal	$1,362,037.03
	10% Engr. & Cont.		136,202.72
		Total	$1,498,239.75
Credit for Signs Removed	All Required		(3,696.75)
			$1,494,543.00
Structure Same as Previous Estimate of 11-7-66			$ 379,181.00

Length of Roadway - - - - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,494,543.00	$1,378,700.00	$ 115,843.00
Structure	379,181.00	349,700.00	29,481.00
Subtotal	$1,873,724.00	$1,728,400.00	$ 145,324.00
Retained in Program Status			
Pavement Striping	$ 200.00	$ 184.00	$ 16.00
Total	$1,873,924.00	$1,728,384.00	$ 145,340.00

WORK BY PACIFIC POWER & LIGHT CO.

Fry-Dixonville 230 KV Line Sta. L[2] 350+51

Installation Cost

Cost of Materials	$ 2,970.00	
Labor (includes additives)	263.00	
Equipment Rental	60.00	
Per Diem Expense	51.25	
Contract Installation	2,800.00	
Overhead @ 14%	860.20	
		$ 7,004.45

Removal Cost

Contract Removal (includes salvage)	$ 550.00	
Related Expense	2,500.00	
		$ 3,050.00

Total Cost of Relocation $10,054.45

State Share 100%

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-13		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
9 6925	11-28-66	Lane
		PROJECT NO. I-5-4(54)197

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Belt Line Road Interchange, Pacific Hwy.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-10-66	0.00
OTHER (Specify)		

FUNDS Fed Rate 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 1,862,664	$ 1,718,200.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Lahore

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 28 1966

Oregon State Highway Department

Federal Aid
Project No. I-5-4(54)197

BELT LINE ROAD INTERCHANGE ON THE

PACIFIC HIGHWAY IN LANE COUNTY

Project agreement estimate.

Salem, Oregon, November 7, 1966

Type Code 6201
Roadway (Sta. 441+37.75)(Contract No. 6938)

Clearing and Grubbing	All Required			$ 75,000.00
Embankment in Place	745,000 cu.yds.	$	.80	596,000.00
Finishing Roadbed and Slopes	All Required			10,000.00
Trench Excavation	4,600 cu.yds.		3.00	13,800.00
Furnishing and Placing Topsoil	15,000 cu.yds.		1.50	22,500.00
Watering	110 M-gals.		3.00	330.00
3/4" - 0 Material in Base	7,500 tons		1.96	14,700.00
Plant-Mix Stone Base	84,600 tons		1.68	142,128.00
Bituminous Base Mixture	8,000 tons		2.97	23,760.00
Asphalt in Bituminous Base	360 tons		32.00	11,520.00
3/4" - 0 Aggregate in Prime Coat	360 tons		5.00	1,800.00
RC-250 Asphalt in Prime Coat	56 tons		51.75	2,898.00
Class "B" Asphalt Concrete Mixture	13,500 tons		3.97	53,595.00
Asphalt Cement in Mixture	740 tons		32.00	23,680.00
15-inch Culvert Pipe	280 lin.ft.		4.50	1,260.00
42-inch Culvert Pipe	1,600 lin.ft.		16.00	25,600.00
12-inch Storm Sewer Pipe	400 lin.ft.		5.00	2,000.00
15-inch Storm Sewer Pipe	1,880 lin.ft.		6.00	11,280.00
18-inch Storm Sewer Pipe	480 lin.ft.		7.00	3,360.00
24-inch Storm Sewer Pipe	720 lin.ft.		9.00	6,480.00
36-inch Storm Sewer Pipe	780 lin.ft.		19.00	14,820.00
42-inch Storm Sewer Pipe	1,300 lin.ft.		35.00	45,500.00
Salvage and Re-lay Culvert End Sections	6 only		50.00	300.00
18-inch Culvert End Sections	1 only		60.00	60.00
24-inch Culvert End Sections	2 only		90.00	180.00
Concrete Manholes	4 only		300.00	1,200.00
Special Manholes, Type 1	2 only		400.00	800.00
Special Manholes, Type 2	1 only		600.00	700.00
Concrete Inlets, Type C-2M	12 only		200.00	2,400.00
Concrete Curbs	110 cu.yds.		50.00	5,500.00
Concrete End Pieces	1 only		200.00	200.00
Extra for A.C. Concrete Landscape Strips	780 sq.yds.		2.50	1,950.00
Guide Posts, W-1	20 only		7.00	140.00
Guide Posts, Y-2	340 only		7.50	2,550.00
Guide Posts, Y-3	3 only		8.00	24.00
Guard Rail	3,500 lin.ft.		2.45	8,575.00

Median Barrier	5,400 lin.ft.		$ 3.75	$ 20,250.00
Rail End Pieces	50 only		5.00	250.00
Guard Rail Blocks	1,400 only		1.50	2,100.00
Extra Guard Rail Posts	50 only		12.00	600.00
Extra for Painting Rails	14,000 lin.ft.		0.10	1,400.00
Salvaging Guard Rail	2,600 lin.ft.		0.50	1,300.00
Guard Rail-Salvaged Guard Rail	2,600 lin.ft.		1.00	2,600.00
Type 2 Fense	520 rods		7.50	3,900.00
16' Type 2 Single Gates	4 only		100.00	400.00
Roadside Seeding	30 acres		40.00	1,200.00
Roadside Mulching	30 acres		165.00	4,950.00
Grass Seed, Creeping Red Fescue	330 lbs.		1.20	396.00
Grass Seed, Chewings Fescue	210 lbs.		1.20	252.00
Grass Seed, Perennial Ryegrass	120 lbs.		1.20	144.00
Dutch White Clover	90 lbs.		1.20	108.00
Inorganic Fertiliser, 10-16-8	120 cwt.		12.00	1,440.00
Sign Support Footings	All Required	(98%)		20,442.80
Pipe Sign Posts	All Required	(25%)		915.63
Single Sign Supports	All Required			6,235.00
Structure Mounts	All Required			690.00
Cantilever Sign Structure	All Required			4,768.75
Sign Bridges	All Required			33,267.50
Sign Illumination Equipment	All Required			18,702.00
Painted Wood Sign Posts	All Required			1,500.00
Type "A" Signs in Place	2,497 sq.ft.		7.30	18,228.10
Type "C" & "D" Signs in Place	378 sq.ft.		4.10	1,549.80
Type "E", "F" & "G" Signs in Place	98 sq.ft.		5.00	490.00
				$1,274,669.58
Flagging (57½% of Contractor's Cost)	All Required			$ 1,000.00
				$ 1,000.00
Utilities				
Eugene Water & Electric Board	All Required			$ 6,107.00
El Paso Natural Gas Co.	All Required			70,206.00
				$ 76,313.00
	Subtotal			$1,351,982.58
	10% Engr. & Cont.			135,197.42
	Total			$1,487,180.00
Credit for Signs Removed	All Required			$ (3,696.75)
				$1,483,483.25

Type Code X781
Structure (Sta. 441+37.75)(330 Lin.Ft.)(Contract No. 6938)

Shoring, Cribbing, etc.	All Required		$ 5,000.00
Structural Excavation	280 cu.yd.	$ 5.00	1,400.00
Structural Excavation Below Elevation Shown	30 cu.yd.	5.00	150.00
Furnish 10 BP 42 Steel Piling	5,520 lin.ft.	4.50	24,840.00
Drive Steel Piles	168 only	50.00	8,400.00
Splice Steel Piles	42 only	30.00	1,260.00
Class "A" Concrete (1,631 cu.yds.)	All Required		107,000.00
50' to 55' Type 5 Prestressed Beams	24 only	1,500.00	36,000.00
100' to 105' Type 5 Prestressed Beams	12 only	2,900.00	34,800.00
120' to 125' Type 5 Prestressed Beams	18 only	3,400.00	61,200.00
Reinforcement (341,000 lbs.)	All Required		48,000.00
Metal Parapet Railing	660 lin.ft.	6.00	3,960.00
Preparation of Slopes	1,115 sq.yd.	2.00	2,230.00
Concrete Slab Riprap	1,115 sq.yd.	8.00	8,920.00
8-inch Metal Drain Pipe, Type "A" Coating	250 lin.ft.	4.00	1,000.00
1-inch Electrical Conduit	260 lin.ft.	1.50	390.00
1 1/2-inch Electrical Conduit	80 lin.ft.	2.00	160.00
	Subtotal		$344,710.00
	10% Engr. & Cont.		34,471.00
	Total		$379,181.00

Length of Roadway - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,483,483.25	$1,368,500.00	$114,983.25
Structure	379,181.00	349,700.00	29,481.00
Total	$1,862,664.25	$1,718,200.00	$144,464.25
Retained in Program Status			
Pavement Striping	$ 200.00	$ 184.00	$ 16.00
	$1,862,864.25	$1,718,384.00	$144,480.25

BELT LINE ROAD INTERCHANGE

PROJECT NO. I-5-4(54)197

STATE WORK

Sign Support Footings	All Required (2%)		$ 417.20
Pipe Sign Posts	All Required (75%)		2,746.87
Type "A" Signs in Place	310 sq.ft.	$7.30	2,263.00
Type "E", "F", "G" & "H" Signs in Place	18 sq.ft.	5.00	90.00
96-inch Structural Plate Pipe, 12 Gage	All Required		20,000.00
			$25,517.07

BELT LINE ROAD INTERCHANGE

UTILITY RELOCATION ESTIMATE

PROJECT NO. I-5-4(54)197

El Paso Natural Gas Co.

Company Services

Labor			$ 4,408
Equipment			905
Employee Expense			966
Premium Pay and Bond			408
Stores Expense			750
		Total Company Services	$ 7,437

Outside Service (Contract)

Laying			
Install 16" Pipe Line	2,990 lin.ft.	6.27	$18,747
Stoppling	1 lot	5,876	5,876
Test Weld	- -	300	-
Cut and Bevel	- -	84.50	-
Install 20" Casing	50 lin.ft.	6.50	325
		Total Laying	$24,948
Salvage			
Strip, Cut & Remove	1,200 lin.ft.	1.76	$ 2,112
Cut & Bevel	1,200 lin.ft.	1.33	1,596
Haul	1,200 lin.ft.	.41	492
Clean	1,200 lin.ft.	.87	1,044
		Total Salvage	$ 5,244
Material			$20,626
Material Rental			$ 5,772
		Subtotal	$64,027
		Overhead (5%)	6,402
		Subtotal	$70,429
		Contingency (10%)	7,043
		Total Estimated Cost	$77,472
Credit for Salvage	1,200 lin.ft.	5.00	6,000
		Total Cost	$71,472
		State Obligation 98.23%	$70,206

Eugene Water and Electric

1.	Installed cost of facilities to be relocated	$11,010
2.	Cost of relocation	13,409
3.	Credit for expended service life	(735)
4.	Credit for material salvaged	(6,567)
5.	Net cost reimbursable	$ 6,107

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(54)197

BELT LINE ROAD INTERCHANGE ON THE

PACIFIC HIGHWAY IN LANE COUNTY

Revised P.S. & E. Estimate

Salem, Oregon, September 12, 1966

Type Code 6201
Roadway (Sta. 441+37.75)

Clearing and Grubbing	All Required		$ 3,000.00
Embankment in Place	745,000 cu.yd.	$1.00	745,000.00
Finishing Roadbed and Slopes	All Required		6,000.00
Trench Excavation	4,600 cu.yd.	3.00	13,800.00
Furnishing and Placing Topsoil	15,000 cu.yd.	3.00	45,000.00
Watering	110 M-gal.	3.50	385.00
3/4" - 0 Material in Base	7,500 ton	1.65	12,375.00
Plant-Mix Stone Base	84,600 ton	1.65	139,590.00
Bituminous Base Mixture	8,000 ton	3.25	26,000.00
Asphalt in Bituminous Base	360 ton	33.00	11,880.00
3/4" - 0 Aggregate in Prime Coat	360 ton	4.75	1,710.00
RC-250 Asphalt in Prime Coat	56 ton	60.00	3,360.00
Class "B" Asphalt Concrete Mixture	13,500 ton	4.10	55,350.00
Asphalt Cement in Mixture	740 ton	33.00	24,420.00
15-inch Culvert Pipe	280 lin.ft.	4.25	1,190.00
42-inch Culvert Pipe	1,600 lin.ft.	18.00	28,800.00
12-inch Storm Sewer Pipe	400 lin.ft.	3.00	1,200.00
15-inch Storm Sewer Pipe	1,880 lin.ft.	3.75	7,050.00
18-inch Storm Sewer Pipe	480 lin.ft.	4.75	2,280.00
24-inch Storm Sewer Pipe	720 lin.ft.	7.00	5,040.00
36-inch Storm Sewer Pipe	780 lin.ft.	9.50	7,410.00
42-inch Storm Sewer Pipe	1,300 lin.ft.	15.00	19,500.00
Salvaging and Re-laying Culvert End Sections	6 only	20.00	120.00
18-inch Culvert End Sections	1 only	40.00	40.00
24-inch Culvert End Sections	2 only	55.00	110.00
Concrete Manholes	4 only	250.00	1,000.00
Special Manholes, Type 1	2 only	350.00	700.00
Special Manholes, Type 2	1 only	350.00	350.00
Concrete Inlets, Type G-2M	12 only	150.00	1,800.00
Concrete Curbs	110 cu.yd.	45.00	4,950.00
Concrete End Pieces	1 only	200.00	200.00
Extra for A.C. Concrete Landscape Strips	780 sq.yd.	1.50	1,170.00
Guide Posts, W-1	20 only	8.00	160.00
Guide Posts, Y-2	340 only	8.50	2,890.00
Guide Posts, Y-3	3 only	9.00	27.00
Guard Rail	3,500 lin.ft.	2.65	9,275.00
Median Berrier	5,400 lin.ft.	3.75	20,250.00
Rail End Pieces	50 only	5.00	250.00
Guard Rail Blocks	1,400 only	1.75	2,450.00
Extra Guard Rail Posts	50 only	12.00	600.00
Extra for Painting Rails	14,000 lin.ft.	0.10	1,400.00

Salvaging Guard Rail	2,600	lin.ft.	$1.00	$ 2,600.00
Guard Rail-Salvaged Guard Rail	2,600	lin.ft.	1.25	3,250.00
Type 2 Fence	520	rods	8.50	4,420.00
16' Type 2 Single Gates	4	only	125.00	500.00
Roadside Seeding	30	acre	160.00	4,800.00
Roadside Mulching	30	acre	200.00	6,000.00
Grass Seed, Creeping Red Fescue	330	lb.	1.00	330.00
Grass Seed, Chewing Fescue	210	lb.	1.00	210.00
Grass Seed, Perennial Ryegrass	120	lb.	0.70	84.00
Dutch White Clover	90	lb.	1.00	90.00
Inorganic Fertilizer 10-16-8	120	cwt	6.00	720.00
Sign Support Footings	All Required	(98%)		11,760.00
Pipe Sign Posts	All Required	(25%)		1,050.00
Single Sign Supports	All Required			5,850.00
Structure Mounts	All Required			1,380.00
Cantilever Sign Structure	All Required			4,000.00
Sign Bridge	All Required			24,800.00
Sign Illumination Equipment	All Required			14,000.00
Paint Wood Sign Posts	All Required			1,390.00
Type "A" Signs in Place	2,497	sq.ft.	7.50	18,727.50
Type "C & D" Signs in Place	378	sq.ft.	4.00	1,512.00
Type "E, F & G" Signs in Place	98	sq.ft.	4.50	441.00
				$1,217,996.50
Flagging (57½% of Contractor's Cost)	All Required			1,000.00
Pavement Striping	All Required			200.00
				$ 1,200.00

Utilities

Eugene Water & Electric Board	All Required		$ 10,000.00
Elpaso Natural Gas Co.	All Required		100,000.00
			$ 110,000.00
	Subtotal		$1,429,196.50
	10% Engr. & Cont.		142,399.50
	Total		$1,572,116.00
Credit for Signs Removed	All Required		(3,696.75)
			$1,568,419.25

Type Code X781
Structure (Sta. 441+37.75)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	280	cu.yd.	$7.00	1,960.00
Structural Excavation Below Elevation Shown	30	cu.yd.	15.00	450.00
Furnish 10 BP 42 Steel Piling	5,520	lin.ft.	5.00	27,600.00
Drive Steel Piles	168	only	80.00	13,440.00
Splice Steel Piles	42	only	40.00	1,680.00
Class "A" Concrete (1,631 cu.yd. @ $85.00)	All Required			138,635.00
50' to 55' Type 5 Prestressed Beams	24	only	1,900.00	45,600.00
100' to 105' Type 5 Prestressed Beams	12	only	3,800.00	45,600.00
120' to 125' Type 5 Prestressed Beams	18	only	4,600.00	82,800.00
Reinforcement (341,000 lbs. @ $0.14)	All Required			47,740.00

Metal Parapet Railing	660 lin.ft.	$7.00	$ 4,620.00
Preparation of Slopes	1,115 sq.yd.	2.00	2,230.00
Concrete Slab Riprap	1,115 sq.yd.	8.00	8,920.00
8-inch Metal Drain Pipe, Type "A" Coating	250 lin.ft.	4.00	1,000.00
1-inch Electrical Conduit	260 lin.ft.	1.50	390.00
1½-inch Electrical Conduit	80 lin.ft.	1.60	128.00
	Subtotal		$ 427,793.00
	10% Engr. & Cont.		42,779.00
	Total		$ 470,572.00

Length of Roadway - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,568,419.25	$1,436,500.00	$ 131,119.25
Structure	470,572.00	434,000.00	36,572.00
	$2,038,991.25	$1,870,500.00	$ 168,491.25

BELT LINE ROAD INTERCHANGE

PROJECT NO. I-5-4(54)197

STATE WORK

Sign Support Footings	All Required (2%)		$ 240.00
Pipe Sign Posts	All Required (75%)		3,150.00
Type "A" Signs in Place	310 sq.ft.	$7.50	2,325.00
Type "E, F, G & M" Signs in Place	18 sq.ft.	4.50	81.00
96-inch Structural Plate Pipe 12-gage	All Required		31,000.00
			$36,796.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(54)197

BELT LINE ROAD INTERCHANGE ON THE

PACIFIC HIGHWAY IN LANE COUNTY

P.S. & E. estimate.

Salem, Oregon, August 8, 1966

Type Code 6201
Roadway (Sta. 441+37.75)

Clearing and Grubbing	All Required			$ 5,000.00
Embankment in Place	745,000	cu.yds.	1.00	745,000.00
Finishing Roadbed & Slopes	All Required			6,000.00
Trench Excavation	4,600	cu.yds.	3.00	13,800.00
Furnishing & Placing Topsoil	15,000	cu.yds.	3.00	45,000.00
Watering	110	M-gals.	3.50	385.00
3/4" - 0 Material in Base	7,500	tons	1.65	12,375.00
Plant-Mix Stone Base	84,600	tons	1.65	139,590.00
Bituminous Base Mixture	8,000	tons	3.25	26,000.00
Asphalt in Bituminous Base	360	tons	33.00	11,880.00
3/4" - 0 Aggregate in Prime Coat	360	tons	4.75	1,710.00
RC-250 Asphalt in Prime Coat	56	tons	60.00	3,360.00
Class "B" Asphalt Concrete Mixture	13,500	tons	4.10	55,350.00
Asphalt Cement in Mixture	740	tons	33.00	24,420.00
15-inch Culvert Pipe	280	lin.ft.	4.25	1,190.00
42-inch Culvert Pipe	1,600	lin.ft.	18.00	28,800.00
12-inch Storm Sewer Pipe	400	lin.ft.	3.00	1,200.00
15-inch Storm Sewer Pipe	1,880	lin.ft.	3.75	7,050.00
18-inch Storm Sewer Pipe	480	lin.ft.	4.75	2,280.00
24-inch Storm Sewer Pipe	720	lin.ft.	7.00	5,040.00
36-inch Storm Sewer Pipe	780	lin.ft.	9.50	7,410.00
42-inch Storm Sewer Pipe	1,300	lin.ft.	11.00	14,300.00
Salvaging and Re-laying Culvert End Sections	6	only	20.00	120.00
18-inch Culvert End Sections	1	only	40.00	40.00
24-inch Culvert End Sections	2	only	55.00	110.00
Concrete Manholes	4	only	250.00	1,000.00
Special Manholes, Type 1	2	only	350.00	700.00
Special Manholes, Type 2	1	only	350.00	350.00
Concrete Inlets, Type C-2H	12	only	150.00	1,800.00
Concrete Curbs	110	cu.yds.	45.00	4,950.00
Concrete End Pieces	1	only	200.00	200.00
Extra for A.C. Concrete Landscape Strips	780	sq.yds.	1.50	1,170.00
Guide Posts, W-1	20	only	8.00	160.00
Guide Posts, Y-2	340	only	8.50	2,890.00
Guide Posts, Y-3	3	only	9.00	27.00
Guard Rail	1,900	lin.ft.	2.65	5,035.00

Median Barrier	5,400	lin.ft.	3.75	$ 20,250.00
Rail End Pieces	28	only	5.00	140.00
Guard Rail Blocks	1,270	only	1.75	2,222.50
Extra Guard Rail Posts	30	only	12.00	360.00
Extra for Painting Rails	13,000	lin.ft.	0.10	1,300.00
Salvaging Guard Rail	2,600	lin.ft.	1.00	2,600.00
Guard Rail - Salvaged Guard Rail	2,600	lin.ft.	1.25	3,250.00
Type 2 Fence	520	rods	8.50	4,420.00
16' Type 2 Single Gates	4	only	125.00	500.00
Roadside Seeding	30	acres	160.00	4,800.00
Roadside Mulching	30	acres	200.00	6,000.00
Grass Seed, Creeping Red Fescue	330	lbs.	1.00	330.00
Grass Seed, Chewing Fescue	210	lbs.	1.00	210.00
Grass Seed, Perennial Ryegrass	120	lbs.	0.70	84.00
Dutch White Clover	90	lbs.	1.00	90.00
Inorganic Fertilizer 10-16-8	120	cwt.	6.00	720.00
Sign Support Footings	All Required(98%)			11,760.00
Pipe Sign Posts	All Required(25%)			1,050.00
Single Sign Supports	All Required			5,850.00
Structure Mounts	All Required			1,380.00
Cantilever Sign Structure	All Required			4,000.00
Sign Bridge	All Required			24,800.00
Sign Illumination Equipment	All Required			14,000.00
Paint Wood Sign Posts	All Required			1,390.00
Type "A" Signs in Place	1,278	sq.ft.	7.50	9,585.00
Type "AA" Signs in Place	1,219	sq.ft.	8.00	9,752.00
Type "C"&"D" Signs in Place	378	sq.ft.	4.00	1,512.00
Type "E", "F" & "G" Signs in Place	98	sq.ft.	4.50	441.00
				$ 1,308,488.50
Flagging (57½% of Contractor's Cost	All Required			1,000.00
Pavement Striping	All Required			200.00
				$ 1,200.00
Utilities				
Eugene Water & Electric Board	All Required			$ 10,000.00
Elpaso Natural Gas Co.	All Required			100,000.00
				$ 110,000.00
	Subtotal			$ 1,419,688.50
	10% Engr. & Cont.			141,968.50
	Total			$ 1,561,657.00

Type Code X781
Structure (Sta. 441+37.75)

Shoring, Cribbing, Etc.	All Required		$ 5,000.00
Structural Excavation	280 cu.yds.	7.00	1,960.00
Structural Excavation Below Elevation Shown	30 cu.yds.	15.00	450.00
Furnish 10 BP 42 Steel Piling	5,520 lin.ft.	5.00	27,600.00
Drive Steel Piles	168 only	80.00	13,440.00
Splice Steel Piles	42 only	40.00	1,680.00
Class "A" Concrete (1,631 cu.yds. @ $85.00)	All Required		138,635.00
50' to 55' Type 5 Prestressed Beams	24 only	1,900.00	45,600.00
100' to 105' Type 5 Prestressed Beams	12 only	3,800.00	45,600.00
120' to 125' Type 5 Prestressed Beams	18 only	4,600.00	82,800.00
Reinforcement (341,000 lbs. @ $0.14)	All Required		47,740.00
Metal Parapet Railing	660 lin.ft.	7.00	4,620.00
Preparation of Slopes	1,115 sq.yds.	2.00	2,230.00
Concrete Slab Riprap	1,115 sq.yds.	8.00	8,920.00
8-inch Metal Drain Pipe, Type "A" Coating	250 lin.ft.	4.00	1,000.00
1-inch Electrical Conduit	260 lin.ft.	1.50	390.00
1½-inch Electrical Conduit	80 lin.ft.	1.60	128.00
	Subtotal		$ 427,793.00
	10% Engr. & Cont.		42,779.00
	Total		$ 470,572.00

Length of Roadway - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$ 1,561,657.00	$ 1,440,000.00	$ 121,657.00
Structure	470,572.00	434,000.00	36,572.00
Total	$ 2,032,229.00	$ 1,874,000.00	$ 158,229.00

BELT LINE ROAD INTERCHANGE

Project No. I-5-4(54)197

State Work

Sign Support Footings	All Required (2%)		$ 240.00
Pipe Sign Posts	All Required (75%)		3,150.00
Type "AA" Signs in Place	310 sq.ft.	8.00	2,480.00
Type "E", "F", "G" & "M" Signs In Place	18 sq.ft.	4.50	81.00
			$ 5,951.00

BELT LINE RD. INTERCHANGE

Prestressed Beam Quantities

50' to 55' Type 5 Prestressed Beams

Overhead	All Required		$	850.00
Class "AA" Conc.	12.5 cu.yds.	50.00		625.00
Reinf.	1,080 lbs.	0.15		162.00
Prestress Wire	584 lbs.	0.50		292.00
			$	1,929.00
		Use	$	1,900.00

100' to 105' Type 5 Prestressed Beams

Overhead	All Required		$	850.00
Class "AA" Conc.	24.1 cu.yds.	50.00		1,205.00
Reinf.	2,030 lbs.	0.15		304.50
Prestress Wire	2,960 lbs.	0.50		1,480.00
			$	3,839.50
		Use	$	3,800.00

120' to 125' Type 5 Prestressed Beams

Overhead	All Required		$	850.00
Class "AA" Conc.	28.6 cu.yds.	50.00		1,430.00
Reinf.	2,130 lbs.	0.15		319.50
Prestress Wire	4,050 lbs.	0.50		2,025.00
			$	4,624.50
		Use	$	4,600.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-4(54)197

BELT LINE ROAD INTERCHANGE ON THE

PACIFIC HIGHWAY IN LANE COUNTY

Revised P.S. & E. estimate.

Salem, Oregon, August 23, 1966

Type Code 6201
Roadway (Sta. 441+37.75)

Clearing and Grubbing	All Required			$ 5,000.00
Embankment in Place	745,000	cu.yd.	$ 1.00	745,000.00
Finishing Roadbed and Slopes	All Required			6,000.00
Trench Excavation	4,600	cu.yd.	3.00	13,800.00
Furnishing and Placing Topsoil	15,000	cu.yd.	3.00	45,000.00
Watering	110	M-gal.	3.50	385.00
3/4" - 0 Material in Base	7,500	ton	1.65	12,375.00
Plant-Mix Stone Base	84,600	ton	1.65	139,590.00
Bituminous Base Mixture	8,000	ton	3.25	26,000.00
Asphalt in Bituminous Base	360	ton	33.00	11,880.00
3/4" - 0 Aggregate in Prime Coat	360	ton	4.75	1,710.00
RC-250 Asphalt in Prime Coat	56	ton	60.00	3,360.00
Class "B" Asphalt Concrete Mixture	13,500	ton	4.10	55,350.00
Asphalt Cement in Mixture	740	ton	33.00	24,420.00
15-inch Culvert Pipe	280	lin.ft.	4.25	1,190.00
42-inch Culvert Pipe	1,600	lin.ft.	18.00	28,800.00
12-inch Storm Sewer Pipe	400	lin.ft.	3.00	1,200.00
15-inch Storm Sewer Pipe	1,880	lin.ft.	3.75	7,050.00
18-inch Storm Sewer Pipe	480	lin.ft.	4.75	2,280.00
24-inch Storm Sewer Pipe	720	lin.ft.	7.00	5,040.00
36-inch Storm Sewer Pipe	780	lin.ft.	9.50	7,410.00
42-inch Storm Sewer Pipe	1,300	lin.ft.	11.00	14,300.00
Salvaging and Re-laying Culvert End Sections	6	only	20.00	120.00
18-inch Culvert End Sections	1	only	40.00	40.00
24-inch Culvert End Sections	2	only	55.00	110.00
Concrete Manholes	4	only	250.00	1,000.00
Special Manholes, Type 1	2	only	350.00	700.00
Special Manholes, Type 2	1	only	350.00	350.00
Concrete Inlets, Type G-2M	12	only	150.00	1,800.00
Concrete Curbs	110	cu.yd.	45.00	4,950.00
Concrete End Pieces	1	only	200.00	200.00
Extra for A.C. Concrete Landscape Strips	780	sq.yd.	1.50	1,170.00
Guide Posts, W-1	20	only	8.00	160.00
Guide Posts, Y-2	340	only	8.50	2,890.00
Guide Posts, Y-3	3	only	9.00	27.00
Guard Rail	1,900	lin.ft.	2.65	5,035.00
Median Barrier	5,400	lin.ft.	3.75	20,250.00
Rail End Pieces	28	only	5.00	140.00

Guard Rail Blocks	1,270 only	$ 1.75	$ 2,222.50	
Extra Guard Rail Posts	30 only	12.00	360.00	
Extra for Painting Rails	13,000 lin.ft.	0.10	1,300.00	
Salvaging Guard Rail	2,600 lin.ft.	1.00	2,600.00	
Guard Rail-Salvaged Guard Rail	2,600 lin.ft.	1.25	3,250.00	
Type 2 Fence	520 rod	8.50	4,420.00	
16' Type 2 Single Gates	4 only	125.00	500.00	
Roadside Seeding	30 acre	160.00	4,800.00	
Roadside Mulching	30 acre	200.00	6,000.00	
Grass Seed, Creeping Red Fescue	330 lb.	1.00	330.00	
Grass Seed, Chewing Fescue	210 lb.	1.00	210.00	
Grass Seed, Perennial Ryegrass	120 lb.	0.70	84.00	
Dutch White Clover	90 lb.	1.00	90.00	
Inorganic Fertilizer, 10-16-8	120 cwt.	6.00	720.00	
Sign Support Footings	All Req. (98%)		11,760.00	
Pipe Sign Posts	All Req. (25%)		1,050.00	
Single Sign Supports	All Req.		5,850.00	
Structure Mounts	All Req.		1,380.00	
Cantilever Sign Structure	All Req.		4,000.00	
Sign Bridge	All Req.		24,800.00	
Sign Illumination Equipment	All Req.		14,000.00	
Paint Wood Sign Posts	All Req.		1,390.00	
Type "A" Signs in Place	2,497 sq.ft.	7.50	18,727.50	
Type "C" and "D" Signs in Place	378 sq.ft.	4.00	1,512.00	
Type "E", "F" and "G" Signs in Place	98 sq.ft.	4.50	441.00	
			$1,307,879.00	
Flagging (57½% of Contractor's Cost)	All Req.		$ 1,000.00	
Pavement Striping	All Req.		200.00	
			$ 1,200.00	
Utilities				
Eugene Water & Electric Board	All Req.		$ 10,000.00	
El Paso Natural Gas Co.	All Req.		100,000.00	
			$ 110,000.00	
	Subtotal		$1,419,079.00	
	10% Engr. & Cont.		141,907.00	
	Total		$1,560,986.00	
Credit for Signs Removed	All Req.		$ (3,696.75)	
			$1,557,289.25	
Type Code X781				
Structure (Sta. 441+37.75)				
Shoring, Cribbing, etc.	All Req.		$ 5,000.00	
Structural Excavation	280 cu.yd.	$ 7.00	1,960.00	
Structural Excavation Below Elevation Shown	30 cu.yd.	15.00	450.00	

Furnish 10 BP 42 Steel Piling	5,520 lin.ft.	$ 5.00	$ 27,600.00
Drive Steel Piles	168 only	80.00	13,440.00
Splice Steel Piles	42 only	40.00	1,680.00
Class "A" Concrete (1,631 cu.yd. @ $85.00)	All Req.		138,635.00
50' to 55' Type 5 Prestressed Beams	24 only	1,900.00	45,600.00
100' to 105' Type 5 Prestressed Beams	12 only	3,800.00	45,600.00
120' to 125' Type 5 Prestressed Beams	18 only	4,600.00	82,800.00
Reinforcement (341,000 lb. @ $0.14)	All Req.		47,740.00
Metal Parapet Railing	660 lin.ft.	7.00	4,620.00
Preparation of Slopes	1,115 sq.yd.	2.00	2,230.00
Concrete Slab Riprap	1,115 sq.yd.	8.00	8,920.00
8-inch Metal Drain Pipe, Type "A" Coating	250 lin.ft.	4.00	1,000.00
1-inch Electrical Conduit	260 lin.ft.	1.50	390.00
1½-inch Electrical Conduit	80 lin.ft.	1.60	128.00
	Subtotal		$ 427,793.00
	10% Engr. & Cont.		42,779.00
	Total		$ 470,572.00

Length of Roadway - - - - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$1,557,289.25	$1,436,500.00	$120,789.25
Structure	470,572.00	434,000.00	36,572.00
Total	$2,027,861.25	$1,870,500.00	$157,361.25

BELT LINE ROAD INTERCHANGE

PROJECT NO. I-5-4(54)197

STATE WORK

Sign Support Footings	All Required (2%)		$ 240.00
Pipe Sign Posts	All Required (75%)		3,150.00
Type "A" Signs in Place	310 sq.ft.	$7.50	2,325.00
Type "E", "F", "G" and "M" Signs in Place	18 sq.ft.	4.50	81.00
			$5,796.00

OREGON STATE HIGHWAY DEPARTMENT

TO: L. H. Young
Office Engineer
Attention: Dick Chase

SUBJECT: Credit Value for Signs Removed
Game Farm Road Interchange Section
Pacific Highway

FROM: Elmer Scofield
Sign Design & Specification Engineer

DATE: April 7, 1966

Original cost of signs using contract bid costs:

174 Lin. Ft. piling @ $5.00/Lin. Ft.	$ 870.00
Drive 6 piling @ $50.00 each	300.00
4100# steel posts @ $0.23/#	943.00
704 sq. ft. Type "A" Signs @ $6.00/sq. ft.	4,224.00
Total cost of signs	$6,337.00

The signs were installed in 1961 and have been in place about 5 years. Using the 10 year sign panel warranty as a basis, the credit value used will be 50%.

Credit value is $6,337.00 X .50 = $3,168.50.

Credit Value of Type "A" Signs 50% of $4,224. = $2,112.00
" " " Footings & Posts 75% of 2,113 = 1584.75
$3,696.75

Per Mr. Brooks of BPR.

Elmer L. Scofield
(SIGNATURE)

TED
GN ENGR.

PLEASE REPLY HERE

NOTED
L. E. GEORGE

CC: _____ (SIGNATURE) _____ (DATE)

1. SENDER SHOULD DETACH SHEET NO. 4 AND HOLD UNTIL REPLY IS RECEIVED, LEAVING 1st 2 CARBONS INTACT.
2. ADDRESSEE SHOULD REPLY, DETACHING SHEETS, RETAINING SHEET NO. 1 AND RETURNING SHEET NO. 2 TO SENDER.
3. SHEET NO. 2 MAY BE USED AS INFORMATIONAL CARBON COPY OR DESTROYED.

1

RECEIVED
DEC 1 1967
OFFICE OF

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-4(54)197
6438

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 29, 1967

NOTED
F. B. KLABOE

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: 16-inch Gas Main Relocation
El Paso Natural Gas Company
Belt Line Road Interchange Sec.
Pacific Highway
Lane County
Project No. I-5-4(54) 197

Dear Sir:

Your September 8, 1966 letter authorized the State to proceed with the above-captioned utility work effective September 8, 1966. This approval was subject to four (4) provisions, three (3) of which have been previously satisfied. The remaining item - the determination of the State's share of cost of this relocation, has never been completed. The State and the Gas Company had used slightly different formulas for determining the State's share of cost when only a portion of the conflicts were on private property.

Our letter of September 19, 1966 detailed our method of computing the State's share of this work. It also pointed out that this method had proven very satisfactory in the past and had been used on undergroun conflicts for Chevron Pipe Line Corporation, Pacific Northwest Bell Telephone Company, Georgia Pacific Corporation and many other smaller facilities.

The Gas Company's later correspondence did not cover this matter, however we now have a final billing covering all of this work. It is billed on the State's percentage, that is, the State to reimburse the Company 98.23% of the total cost of this work, as originally detailed in our Staff Attorney's letter dated July 27, 1966.

It is our opinion that this completes the agreement between the State and El Paso Natural Gas Company concerning this adjustment. Your formal approval of the State's share of this work which is 98.23% of $74,694.50, or $73,372.41, is requested.

DEC 1 - 1967
OFFICE OF

Very truly yours,

PGP:ss

cc: F. B. Klaboe
V. L. Gallagher (2)

F. D. Morgan
Construction Engineer
By: ORIGINAL SIGNED BY T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 30, 1967

In reply refer to: 08-35.2-DA

FROM : A. H. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange
State Force Order No. 6
Total Estimated Amount of the Order: $858.00
Federal Participation: $772.20

Reference is made to Mr. Young's letter of October 25, 1967, concerning the subject order.

We are approving the use of State Forces as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $858.00 with Federal participation of $772.20.

Enclosure

Young w/enc. 11-1-67

RECEIVED
OCT 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Contingent upon modification of project agreement if additional funds are required.

Date OCT 16 1967 By [signature]
G-1-P Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 6

Project Name Belt Line Road Interchange Date October 18, 1967

Highway Pacific Contract No. 6938 F. A. Project No. I-5-4(54)19

County Lane Prefix 620-1027 Account No. 278-06

Description of Work To Be Done:

Permanent Pavement Striping (State Forces)

Location by Station Numbers:

Throughout Project

Estimate of Quantities and Costs:

2 Miles 4" Intermittent @ $28 per mile	$ 56.00
8 Miles 3" Solid @ $44 per mile	352.00
15 Hours Incidental Pavement Legends @ $30/hr	450.00
Total	$858.00

Explanation:

Included in Project Authorization

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,975,608.73	
Present estimate of project cost, including $858.00 for work under this order	$1,931,338.58	
Expected under-run (amount)	$44,270.15	
Expected under-run (per cent)	2.2	

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner, Asst. Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

State Printing

RECEIVED
OCT 3 1967

FOR FILING
I-5-4(54)197
6938

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 29, 1967

SUBJECT: Beltline Road Interchange - Contract #6938

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

You inquired last week about the status of the county facilities that connect on each side of the subject project. Attached is a very good report and sketch map showing status of the entire county Beltline Route. The substance of this is that the county facility connecting on both sides of the freeway will be ready for use by the time the interchange is completed.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond
Staff Assistant

JAB:ss
Enclosures

NOTED
F. B. KLABOE

REFERRED TO
Cooper
BY ASST. STATE HWY. ENGR.
Info.

NOTED
FORREST COOPER

RECEIVED
SEP 29 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-503—3OM—7-66 SP*23657.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
September 26, 1967

SUBJECT: Belt Line Road-Pacific (I-5) Interchange

To:
L. R. Chandler
Division Engineer
Roseburg, Oregon

Attention: Carl M. Williams

On Friday, September 22, you asked us to contact Lane County relative to various completion dates, schedules, and prognoses on the County's Belt Line Road in connection with the completion and opening of the interchange with the Pacific Highway (I-5).

Attached is a section of the general highway map for Lane County showing the Belt Line Road with explanatory notes. Lew Freeman, Lane County, has provided the following information, listed from west to east, beginning at West 11th Avenue (Florence-Eugene Highway).

1. West 11th Ave.-Royal Ave. unit: completion October 15, 1967 or sooner on two westbound lanes only. Surfacing of eastbound lanes probably by 1969.

2. Royal Ave.-US99 unit: grading for four lanes complete this winter. Surfacing of two westbound lanes probably not until Spring 1968 but if good weather allows, this unit will be surfaced yet this Fall. Addition of two eastbound lanes possibly by 1969.

3. US99 Interchange: facility to be carried at grade for two to three years at least. Interchange construction is not presently on a firm schedule.

4. US99-Delta Highway unit: two westbound lanes now in operation with four lanes operating at River Road intersection. Completion of Willamette River Bridge (now under contract) in 1968 will allow surfacing four lanes from River Road to Delta Highway. River Road Interchange not on a firm schedule.

5. Delta Highway-Coburg Road unit: open and operating four lanes. Coburg Road intersection signalized and ready to operate. Interchange at Coburg Road not on a firm schedule.

6. Coburg Road-I-5-Farm Road #2 unit: surfaced to four lanes and ready to open upon completion of interchange with I-5. Belt Line presently terminates at Farm Road #2, which eventually leads to Laura St. and connections to the Eugene-Springfield Highway and downtown Springfield. Farm Road #2 lies just east of the S.P. Co. branch line grade crossing, which is signalized and ready to operate.

7. Farm Road #2-McKenzie View Drive unit: this unit involves a major crossing of the McKenzie River. No definite schedule, but projected at 1969 or later.

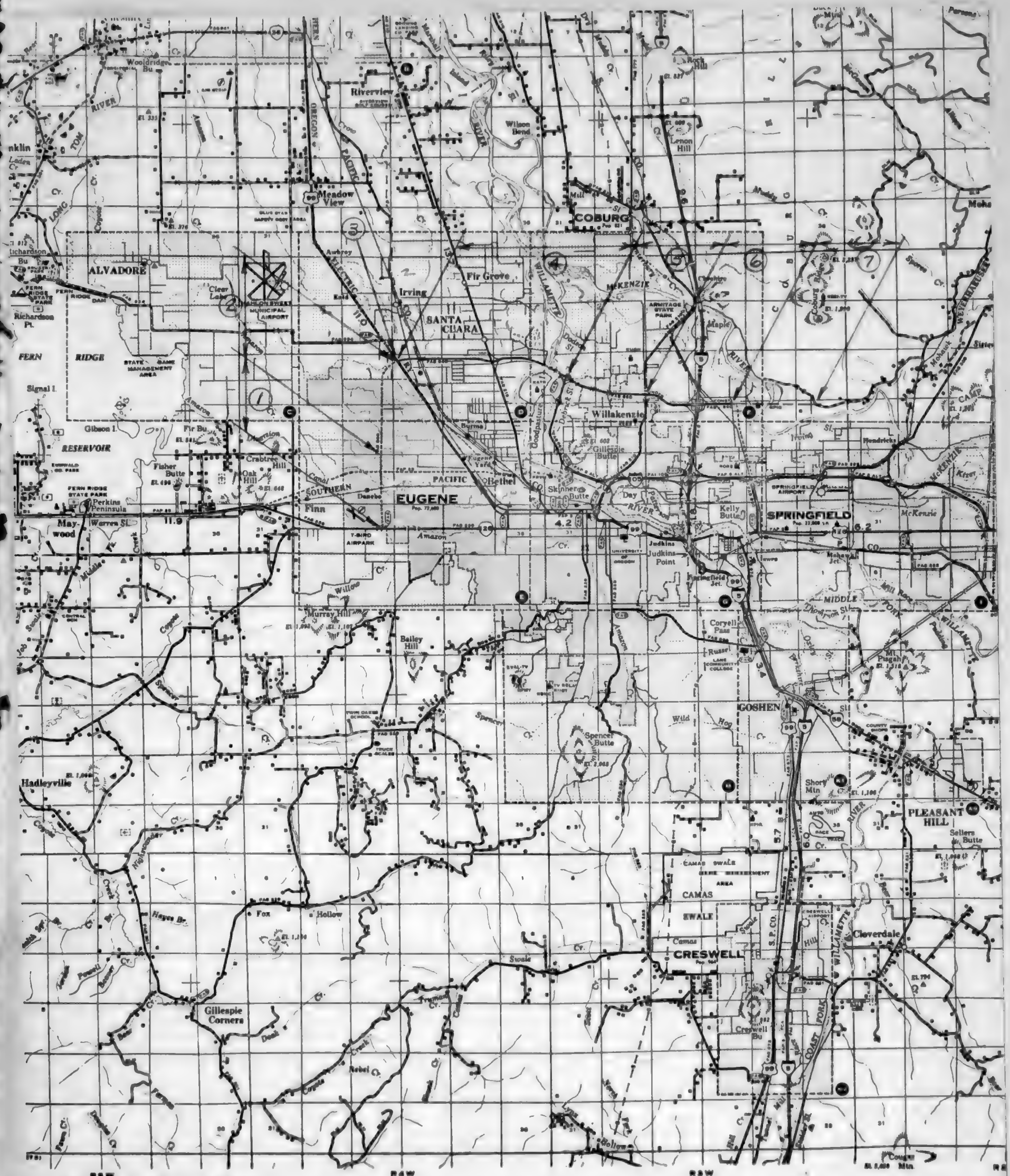
As a point of interest, the County Commissioners have publicly expressed a desire to complete the West Belt Line from US99 into West 11th Ave. yet this Fall. However, the Royal-US99 unit is still in the rough grading stages and they have a long way to go.

D. J. Sage
Dist. Maint. Supt.
By John W. Sheldrake
John W. Sheldrake
Asst. Dist. Maint. Supt.

JWS:em

Attachment (Map)

cc: Clayton Ansell
W/Map



Legend to Units Shown:

1. W. 11th-Royal
2. Royal-US99
3. US99 Interchange
4. US99-Delta Hwy.
5. Delta Hwy.-Coburg Rd.
6. Coburg Rd.-I5-Farm Rd. #2
7. Farm Rd. #2-McKenzie View Dr.

Belt Line Road
Lane County

I-5-4(54)197

Form S-206—4M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon project agreement if additional funds are required.
Date OCT 2 1967
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Belt Line Road Interchange **Date** Sept. 28, 19 67

Highway Pacific **Contract No.** 6938

County Lane **Prefix** 620-1027

Contractor Earl L. McNutt Co. **F. A. Project No.** I-5-4(54)197

Address 351½ East Braodway, Eugene, Oregon **Order No.** 8

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Connect guard rail to bridge ends. (6)

Work not started.

NOTED
F. B. KLABOE

Location by station numbers:

L2 347+19 Rt., L2 347+29 Lt., L2 350+49 Rt., L2 350+59 Lt., L 425+87 Lt. and 422+52 Lt.

Estimate of quantities and cost:

Materials:	$106.32
Equipment Rental:	274.80
Labor:	360.00
SUBTOTAL	$741.12
+15%	111.17
TOTAL	$852.29

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To comply with new Safety Manual (AASHO)

See Standard Drawing #23257 August 18, 1967.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $ 852.29 for work under this order	$1,914,845.23
Expected under-run amount	$ 60,763.50
Expected under-run per cent	3.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell — Resident Engineer

Approval Recommended: /s/ John A. Bond for — Construction Engineer or

Approval Recommended: /s/ Carl M. Williams — Division Engineer

Approved: /s/ L. H. Young — Deputy State Highway Engineer

Young 10-16-67

SP*33877-734

I-5-4(54)197 STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
SEP 25 1967
G1-Date _____ by _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Belt Line Road Interchange Date Sept. 26, 19 67

Highway Pacific Contract No. 6938

County Lane Prefix 620-1027

Contractor Earl L. McNutt Co. F. A. Project No. I-5-4(54)197

Address 351½ East Broadway, Eugene, Oregon Order No. 5

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct Jute Lined Ditch.

NOTED
F. B. KLABOE

Location by station numbers: L2 347+19 rt. L2 347+29 lt.
L2 350+49 rt. L2 350+59 lt.

Estimate of quantities and cost:

Materials:	Jute	600 lin.ft.	@ 50 per 200' roll	= $150.00
Labor:	Laborer	10 hr.	@ 5.10	= 51.00
	Blade Operator	2 hr.	@ 6.20	= 12.40
Equipment:	Blade Grader (Mod. 12 Cat.)	2 hr.	@ 13.90	= 27.80
				$241.20
			+ 15%	36.18
			TOTAL	$277.38

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Not on contract.
Necessary to prevent erosion on fill slopes and contour areas, by drainage from downspouts at bridge ends.

Telephone approval given by Mr. Williams, Ass't Division Engineer 9-25-67

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,975,608.73	
Present estimate of project cost, including $ 277.38 for work under this order	$1,914,845.23	
Expected under-run amount	$ 60,763.50	
Expected under-run per cent	3.1	

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or For Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young, Office Engineer.

BP**23977-734

I-5-4(54)197

project agreement if additional funds are required.

OREGON STATE HIGHWAY DEPARTMENT

SEP 28 1967

Date ____ By ____

G-1P

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Belt Line Road Interchange Date September 26, 1967

Highway Pacific Contract No. 6938

County Lane Prefix 620-1027

Contractor Earl L. McNutt Co. F. A. Project No. I-5-4(54)197

Address 351½ Broadway, Eugene, Oregon Order No. 6

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish and install 108 extra median barrier anchors and bolts.

Location by station numbers: L^2 Sta. 347+24 to L^2 350+54

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials	$ 140.00
Labor	170.00
Equipment	40.00
Total----	$ 350.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work is necessary for additional median barrier posts, to comply with current Interstate Highway Safety Standards.

1. Maximum equipment rental rates allowable per A.G.C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

Prior approval by John Quiner 9-22-67

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,975,608.73	
Present estimate of project cost, including $ 350.00 for work under this order	$1,914,845.23	
Expected under-run amount	$ 60,763.50	
Expected under-run per cent	3.1	

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or For Bridge Engineer

Approval Recommended /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Assistant State Highway Engineer or Office Engineer.

10-12-67

SP*23677-734

I-5-4(54)197

Form E-208—8M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
SEP 26 1967
Date _____ By _____
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name Belt Line Road Interchange — Date September 21, 1967
Highway Pacific — Contract No. 6938
County Lane — Prefix 620-1027
Contractor Earl L. McNutt Co. — F. A. Project No. I-5-4(54)197
Address 351½ East Broadway, Eugene, Oregon — Order No. 4

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Repair Electrical Conduit
(Approx. 50')

Work not started.

NOTED
F. B. KLABOE

Location by station numbers:

G 428 and F 432

Estimate of quantities and cost:

Equipment: 1/2 CY Backhoe (operated)	2½ hours	@ $12	=	$ 30.00
Labor:	8 hours	@ 5		40.00
Materials:	All			59.38
				$129.38
	+15%			19.41
		TOTAL		$148.79

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Conduit was placed and covered. New design for guard rail caused guard rail to be moved out 2 feet more, putting it bery close to conduit. Guard rail crews hit and damaged the conduit in 2 places.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $ 148.79 for work under this order	$1,914,845.23
Expected under-run amount	$ 60,763.50
Expected under-run per cent	3.1

Space to right of this line is for use of Salem Office

Submitted by: /s/ C. K. Ansell, Resident Engineer
Approval Recommended: /s/ John A. Bond for Construction Engineer or
Approval Recommended: /s/ John Quiner II, Ass't. Division Engineer
Approved: /s/ L. H. Young
young

SP**25577-701

I-5-4(54)197

STATE COPY

Form E-306—8M

9

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement. Additional funds are [illegible]

SEP 19 1967

GI-P

The Dist. Engineer
U.S. Bureau of Public Roads

Project Name Belt Line Road Interchange Date September 15, 19 67

Highway Pacific Contract No. 6938

County Lane Prefix 620-1027

Contractor Earl L. McNutt Co. F. A. Project No. I-5-4(54)197

Address 351-1/2 East Broadway, Eugene, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Adjust G-2M Inlet and Improve Drainage.

Work not started.

Location by station numbers:

L-447+80 140' Right

Estimate of quantities and cost:

Labor	$ 66.20
Equipment	172.50
Material	20.00
	$258.70
+15%	38.81
TOTAL	$297.51

NOTED
F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

To provide proper drainage. Grades on plans were too high, resulting catch basin too high.

Approval given by Mr. Quiner 9-15-67.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$1,975,608.73	
Present estimate of project cost, including $297.51 for work under this order	$1,914,845.23	
Expected under-run amount	$60,763.50	
Expected under-run per cent	3.1	

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young 10-2-67

SP*23677-734

I-5-4(54)197

Form E-200—6M 9

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Contingent upon ... project agreement ... funds are G1-P

Aug 31 1967

Title Dist. Engineer

U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Belt Line Road Interchange Date September 8, 1967

Highway Pacific Contract No. 6938

County Lane Prefix 620-1027

Contractor Earl L. McNutt Co. F. A. Project No. I-5-4(54)197

Address 351-1/2 Broadway, Eugene, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

(1) Remove two existing concrete pedestals, salvage anchor bolts and rebar. Reconstruct forms, place rebar, anchor bolts and concrete to finish grade of A. C. paving or ground line.

(2) Remove anchor bolts and rebar. Cut pedestal forms to new finish grade at ground line. Cut rebar to new required length. Place rebar and set anchor bolts.

Location by station numbers:

(1) "L2" Station 358+50
(2) "L" Station 429+90, left

Estimate of quantities and cost:

NOTED
F. B. KLABOE

Materials	$ 100.00
Labor	650.00
Equipment	250.00
Total	$1,000.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work") This work being done to eliminate massive concrete pedestals above ground line in medians or at shoulder of road to comply with current Interstate Highway Safety Standards.

1. Maximum equipment rental rates allowable per A. G. C. agreement.
2. Percentage allowed contractor is in accordance with executed contract for this project.

~~Work Started 8-31-67 Prior approval by Carl Williams, 8-30-67.~~

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$1,975,608.73
Present estimate of project cost, including $1,000.00 for work under this order	$1,914,845.23
Expected under-run amount	$60,763.50
Expected under-run per cent	3.1

Space to right of this line for use of Salem Office

Submitted by: /s/ C. K. Ansell, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young

young 9-2-67

SP*23577-734

RECEIVED
AUG 16 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 9, 1967

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

I-5-4(54)197

FROM 6 9 38 A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange
Oregon Project I-105-4(113)197
Willamette River Bridge Section

By July 28 letter, Mr. Merchant requested that we approve a change to strengthen the median barrier on the three structures of subject projects consistent with the recommendations contained in the AASHO "Yellow Book."

We concur in the proposal and hereby give tentative approval for such changes. We have been somewhat concerned about the planned 10-foot median on the Willamette River Bridge Section, particularly across the main structure on the 9 degree curve and recommend that you give special consideration to the use of the narrow concrete median barrier mentioned in Mr. Merchant's letter.

Copy - Merchant 8-11-67

RECEIVED
AUG 11 1967
OFFICE
STATE HIGHWAY ENGR.

FILED
Tom EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM E-123

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 28, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Attention: Mr. Roy Tokerud

Subject: Willamette R. Br. No. 8966
Eugene-Springfield Hwy. O'xing
Florence-Springfield Hwy.
Br. No. 9572

Willamette River Br. Sec.
Eugene-Springfield Hwy., I-105
Lane County
Contract No. 6985

Belt Line Road Interchange
Pacific Highway
Lane County
Contract No. 6938

Gentlemen:

Consistent with the February 1967 AASHO Traffic Safety Report, we intend to strengthen the median barrier on the above projects which are already under contract. This will be done either by reducing the post spacing to 6'3" or using a concrete median similar to that shown in Figure 12 of the above-mentioned report.

We hereby request that you approve the extra work involved contingent on a reasonable negotiated price being obtained from the contractor. Appropriate details will be furnished as they become available.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

RECEIVED
JUL 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

LLW:mb
cc: Tom Edwards
L. H. Young
C. H. Maison

RECEIVED
APR 3 - 1967
FOR FILING
I-5-4(54) 197
6938

March 31, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Drawing # 5-469

Dear Sir:

There is attached one sheet of the sign plans for the Belt Line Road Interchange on the Pacific Highway, Project I-5-4(54)197, north of Eugene.

We have been asked to include signing for the Eugene airport at this interchange. Belt Line Road is a logical route from I-5 to the airport, which is just west of US99 and a short distance north of the junction of US99 and Belt Line Road.

It is requested that you approve this signing as a revision of the existing contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

VPJ:hm ja

FEB 24 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-4 (54) 197

6135

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 21, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Re: Pacific Power & Light Company
230 KV Transmission Line
Belt Line Road Interchange
Pacific Highway - Lane County

Dear Sir:

Herewith you will find the following data pertaining to this project:

1) Two copies of the company's estimate for the proposed adjustment of the transmission line.

2) Two copies of a sketch map prepared by the company showing the adjustment to be made.

3) Two copies of a letter from John Holcomb, Field Utilities Liaison Engineer, dated February 8, 1967.

The original investigation by the field did not disclose a physical conflict with the transmission line. Further investigation by Pacific Power and Light Company indicates that a minimum clearance, as established by the National Electrical Safety Code, will not exist when the fill for the Belt Line Road Overpass is constructed.

The agreement between the State and Pacific Power and Light Company will be completed by our go-ahead letter. An extra copy of the go-ahead letter will be submitted to you for approval. Reference to PPM 30-4 will be included in the letter.

Your approval of this proposed agreement as evidenced above and authorization to proceed with the work under the provisions of PPM 30-4 are requested.

NOTED
F. B. KLABOE

Very truly yours,

F.D. Morgan
Construction Engineer
By Jack Litchfield
T.W. Litchfield
Utilities Liaison Engineer

RECEIVED
FEB 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:sg

cc: F.B. Klaboe
V.L. Gallagher
Enc.

RECEIVED
FEB 6 - 1967

I-5-4(54)197

FOR FILING

Form GS-121 (11-53) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6928 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 3, 1967

In reply refer to: 08-35-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
Eugene Water & Electric Board Utility Adjustment

Our September 19, 1966 memorandum authorized you to proceed with the actual adjustment for the subject utility; however, approval of the agreement was withheld subject to additional information regarding the proposed relocation of the pole south of station D 440+25 and a revised estimate of costs.

Subsequently, we have received your November 22, 1966 letter supplying the needed information. Therefore, we hereby approve the agreement effective this date.

Young
2-6-67

NOTED
R. L. PORTER

NOTED
F. B. KLABOE

RECEIVED
FEB 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 20 1967
FOR FILING
I-4(64)197
6928

January 19, 1967

1328

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-35-DA
Morse Bros. Plant Inspection

Dear Sir:

I have read the "Construction Inspection-in-Depth Report" accompanying your memo of January 6. It is refreshing to note that, overall, the inspection and quality control being maintained is adequate. As to the two minor items cited for correction, our proposals are:

We will delete the 12-day cement storage requirement from the standard specifications as it is no longer applicable. Quality control on cement is being taken care of per O. A. White's letter of July 5, 1963 to Resident Engineers and cement mills. These requirements are repeated in our construction manual (see copy attached). The procedure has been working satisfactorily since its inception.

As to the recommendation that the scales be checked "more frequently" and that the water meter be checked "periodically", we propose to operate generally as we are now. Inspectors maintain constant vigilance over the operation of this equipment by constant checks on yield of concrete. This is a reasonably simple and inexpensive check, as all pouring is done in steel forms and in known required volumes. Any slight variation in yield is readily detectable and the source of trouble readily ascertainable. When variations in yield are detected and traced to faulty equipment or other cause, corrective measures are taken.

The equipment at this plant, while not the most modern, has proven very reliable in its operation. We do

not think it advisable to impose unnecessary expense to the contractor or his suppliers by establishing a regular schedule of equipment checks when we can maintain control and surveillance by other methods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
Ivan Merchant
L. H. Young
Oscar White

CAG:jf ja

not think it advisable to impose unnecessary expense to the contractor or his suppliers by establishing a regular schedule of equipment checks when we can maintain control and surveillance by other methods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Klaboe
Ivan Merchant
L. H. Young
Oscar White

CAG:jf ja

Article 404-2.1 Cement

Controlling specifications are M 85 for Types I, II, and III with modifications; and M 134 for Types IA and IIA with modifications as noted in the specifications.

Current operating procedure for acceptance of bulk or sack cement delivered to a job for mixing on the site require that each shipment be covered by a certificate essentially of the following form:

Consignee _____
Destination _____
Project - Name or Contract Number or Prefix _____
Identification - Identification of specific shipment such as : car, or truck number. _____
Quantity - as identified above. _____
Type - _____

I hereby certify that the cement identified above meets all specification requirements pertinent to the indicated project and is in practical conformance with the certified typical mill analysis number _____ which was made on a composite of samples taken in accordance with ASTM requirements during manufacture.

Signed _____
Title _____
Company _____

Each certificate shall be accompanied by a certified mill analysis of the following form:

*Certified Mill Analysis

Certification Number _____

Tests

Quantity Represented
Dates of Sampling
Type
Chemical Composition _____
Silicon Dioxide _____
Aluminum Oxide _____
Ferric Oxide _____
Magnesium Oxide _____
Sulfur Trioxide _____
Loss on Ignition _____
Insoluable Residuc _____
Tricalcium Silicate _____
Tricalcium Aluminate _____
Dicalcium Silicate _____
Tetracalcium Alumino Ferrite _____
Total Alkali as Na_2O _____

Physical Tests
Specific Surface _____
Setting Time _____
Soundness - Autoclave Expansion _____
Strength 1 day _____
3 day _____
7 day _____

I hereby certify that the above are true test values obtained from samples taken on the dates indicated in full accordance with ASTM procedure.

Signed _____
Title _____
Company _____

All test results obtained by the Cement Company Chemist should be listed. Only those test results specified, for the type of cement shipped, in ASTM or AASHO are required however.

One certification of conformance will be required for each identified quantity. The term "lot" and one certification will not suffice in any sense of "blanket" coverage for extended deliveries.

One certified mill analysis will suffice for several truck deliveries as long as the certification numbers on the two certifications correspond. At least one certified mill analysis is to be provided for each project. For continuous deliveries, the time interval between-certified mill analysis should not exceed one week.

For intermittent deliveries a day or more between deliveries, a certified mill analysis is to be provided for each group of deliveries.

Failure by the Engineer to identify any truck or car with the data on the certifications will result in non acceptance for use until samples are taken and test results received from the Materials Division.

The resident engineer must have one copy of the certificate and certified mill analysis for each shipment as outlined above. If duplicate certificates are provided forward one copy to the Salem laboratory. All certificates and accompanying certified mill analysis are to be usbmitted to Salem with final records on the contract.

The above procedure requires that a systematic program of check, sampling and testing be conducted instructions applicable to the check sampling program to be conducted are as follows:

The standard procedures for sampling and frequency of sampling under different situations are found in AASHO T 127-60 or ASTM C 183-60T. Since the manufacturer certifies that the cement delivered was sampled and tested in accordance with ASTM requirements, the check samples do not need to be taken at the frequency indicated in ASTM. However, certain minimum frequencies should be set up. It is recommended that the following general procedure be used and that the Engineer use his own discretion in unusual situations:

Frequency - One sample every 500 barrels. Composite of 4 single samples to represent 2000 barrles for a test sample. When the certification from the manufacturer is not received or cannot be identified with the shipment, a sample every 500 barrels is to be taken as a test sample. When cement is stored at the jobsite after delivery test samples should be taken at the discretion of the Engineer for every 500 barrels. The longer the storage, the more need for resampling regardless of certification.

Size of Samples - Test samples should consist of approximately 12 pounds. Individual samples should consist of approximately 3 pounds. Thus a test sample representing 500 barrels is a composite of 4 individual samples taken from the 500 barrels, and a test sample representing 2000 barrels is a composite of 4 individual samples each representing 500 barrels.

Sampling - On bulk shipments, grab samples may be taken during the unloading. On sacked cement, a sampler described in AASHO T 127, should be used. If a sampler is available it may be used for bulk cement also but it is not essential.

Containers - Plastic bags are to be used for containing samples. Approximately 3 pounds is the limit for any single bag. More than 3 pounds increases the danger of breakage during shipping. Suitable bags may be obtained from Cellocraft Bag Company 645 S.E. Ankeny, Portland or The Chase Bag Company, 2550 N.W. Nicolai Street, Portland. A 9 x 12 - 4 mil bag is satisfactory and will cost up to $30.00 a thousand.

Shipping - The excess top of the bag should be wrapped around the sample and tied. Each bag should be numbered and the numbers that are to be composited for a test sample should be indicated.

It is recommended that the Engineer keep an accumulative record of cement showing certification representation and sampling representation. With consecutive numbering of samples. Identification and documentation would be seen at a glance.

Current operating procedure for acceptance of cement in ready mixed concrete delivered to the job require that each load be accompanied by a certificate essentially in the following form:

> I hereby certify that the aggregates used in the concrete identified below have been tested, found suitable for use, and are in the proportions indicated by the Oregon Highway Materials Division. Further that the cement content is _____sacks per cubic yard, type and that certification concerning quality from _____ Portland Cement Company accompanied delivery of cement.
>
> Load No. _____ Truck No. _____ Invoice No. _____
> One copy delivered to Resident Engineer.
>
> Signed_____
> Title_____
> Company _____

Cement into the plant silos can be controlled in the manner outlined above for cement delivered direct to the job site and here again a program of check sampling is to be maintained by the resident engineer in the same manner outlined herein for cement delivered direct to the job site.

All certificates are to be submitted to Salem with the contract final records.

Source - O.A. White's letter 7-5-63 to cement mills and resident engineers.

Form CD-121 (11-63) (Prcs. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

1948

SUBJECT: Oregon Projects SU-441(6), West Belt Line Overcrossing (SPRR) Belt Line Road, and
I-5-4(54)197, Belt Line Interchange Section, Pacific Highway

Attached is an Inspection-in-Depth Report on the Morse Bros. Commercial Portland Cement Concrete plant at Harrisburg. This is the fourth inspection of a Statewide inspection-in-depth.

Your comments on the items included in this report will be appreciated.

Enclosure

copy to Wheelwright
Wilson
1-12-67

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JAN 13 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JAN 12 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

JAN 13 1967

Form CO-121 (11-63) (Prnt. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 9, 1968

In reply refer to: 08-35-DA/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Inspection-in-Depth Control No. I-35-66-EID(215)48
Summary Report - Commercial Portland Cement Concrete Plants

During this past year commercial plants furnishing concrete to projects U-318(10), F-135(7), S-128(5), SU-441(6) and I-5-4(54)197 were inspected.

You were furnished copies of each report requesting your comments concerning each.

The materials being produced at all the plants substantially met specification requirements; however, the following items were noted:

1. U-318(10) - It was possible that the practice of making one gradation check a month would not comply with the minimum frequency rate established by your department.

2. F-135(7) - Tests reports on the aggregates used were not in the project file. There was evidence the tests had been made and the reports were available at another project.

3. S-128(5), SU-441(6), I-5-4(54)197 - The scales had not been checked recently and the water meters had not been checked within the memory of the inspectors.

4. None of the plants had cement storage capacity to allow sampling of the cement 12 days before use.

You have indicated corrective action has been taken where needed.

REFERRED TO
Asst. Dir. Hwy. Engr.
1-12-67

RECEIVED
JAN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 11 1967
RIGHT OF WAY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WALDO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-4(54) 197

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 5, 1967

El Paso Natural Gas Company
P.O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Allen Gattis

Re: Land Exchange with EPNG
R/W File Nos. 39939, 39938, & 39936
Belt Line Road Interchange
Pacific Highway-Lane County
Contract No. 6938
YOUR FILE No: R/W 66066

Gentlemen:

In your letter of August 31, 1966, you requested an opportunity to review the descriptions of the parcels to be exchanged in connection with the State's construction and your relocation on the above-captioned project. Herewith you will find one copy each of the descriptions involved for your review and approval. Also included is the sketch map indicating the lands and rights of way colored alternately in red and brown, which it will be necessary for the State to acquire from EPNG. Also shown, colored in green and blue, are the alternate lands and rights of way the State has acquired for EPNG.

NOTED
F. B. KLEMOE

Following is a statement of understanding as results of previous correspondence and various meetings held in the field concerning this matter:

It is necessary for the State to acquire certain lands and rights of way in order to construct a highway known as the Belt Line Road Interchange Section of the Pacific Highway. The State and EPNG have selected alternate lands and rights of way along the most suitable route as a substitute for the rights of way and lands mentioned above. The State and EPNG are agreeable that the State should acquire these other rights of way and land for EPNG in exchange for those rights of way and lands to be acquired from EPNG by the State.

We therefore agree as follows:

1) EPNG agrees to convey via an appropriate instrument acceptable to the State the following lands and rights of way for highway right of way and the EPNG utility relocation, as shown in red and brown on the attached sketch, and more particularly described as Parcels A, C, B, D, and E.

2) In exchange for lands to be conveyed by EPNG as set out in Paragraph 1 above, the State is to acquire and convey by appropriate instrument the land and rights of way colored in green and blue on the attached sketch, and more particularly described as Parcels F,G,I,H,J, and K.

3) Parcel F will be subject to an easement to Eugene Water and Electric Board for future water lines which will not conflict with the EPNG gas line. Parcel I is an easement across Eugene Water and Electric Board's property which will have underground and overhead facilities and EPNG will be responsible for working out any possible future conflicts with EWEB.

4) The right of way and lands and interest in property, as set out in Paragraphs 1 and 2 above to be exchanged, have been determined to be equal in value and none of the parties hereto shall be liable for further payment or consideration following the exchange of said property.

5) An X-permit will be issued to EPNG for the 16-inch Eugene to Grants Pass line crossing under Belt Line Road at Station 341+18, and as shown on your drawing No. 2443.5-36 A, File No. 46-8-536. This permit will also include an additional 16-inch line and will provide that any future adjustments of EPNG's facilities at this location required by the State will be at the State's expense.

Enclosed herewith you will find Mr. Hagemann's letter of December 9, 1966 transmitting this permit for your execution.

6) Our letter of October 17, 1966 authorized you to proceed with the relocation work effective October 11, 1966, as detailed in your letters of August 19 and October 11, 1966.

7) EPNG must secure the proper permit to cross the country road between Parcels H and J.

Please review the above-mentioned descriptions, sketch map, and statement of understanding and advise us of your approval, with any additions or corrections you think necessary. We will then prepare the necessary documents for your execution.

Very truly yours,

F.D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

Attachments
PGP:sg
cc: John Viehweg, Division Engineer
EPNG - Salt Lake City
P.B. Klaboe
E.F. Saling
L.R. Chandler
J.E. Holcomb

RECEIVED
JAN 19 1967
HWY. ENG.

I-5-4(54)197
6938

Agenda
4 l

December 28, 1966

Eugene Water & Electric Board
P. O. Box 1112
Eugene, Oregon 97401

MISC. CONTRACTS and
AGREEMENTS No. 3238

Attention: Mr. C. H. Strong, P.E.
Chief Engineer

Gentlemen:

We are enclosing for your files a fully executed copy of an agreement covering the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmr
Enclosure

cc: T. W. Litchfield

STATE COPY 35-66-E .21)45

FORM PR-33 (REV. 10-63) cc: OSHD (Klal) OSHD (Edwards) Region Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Lane	SU-441(6) & I-5-4(54)197

DATE OF INSPECTION	PHASE(S) INSPECTED
12-20-66	Commercial Portland Cement Concrete Plant

INSPECTION MADE BY	IN COMPANY WITH
R. A. Nichols, Area Engr J. J. Hegmann, Area Engr	Van Johnson and Ray Davis, Inspectors, OSHD J. Hase and B. Sagemm, Engr Trainees, BPR

REPORT PREPARED BY
R. A. Nichols, Area Engr

PROJECT INCLUDES

[ ] GRADING AND DRAINAGE [ ] BASE [ ] PAVING [X] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address)	CONTRACT AMOUNT
SU-441(6) - Ross Bros. Construction Co., Salem, Oregon I-5-4(54)197 - Earl L. McNutt Co., Eugene, Oregon	$ See below PROJECT STATUS (% comp.) See below

LOCATION

See below

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

West Belt Line Overcrossing, (SPRR) Belt Line Road, FAS 860 (SU-441(6))

The project work consisted of the construction of a 295' overcrossing structure over the Southern Pacific Railroad in Eugene. The contract amount was $101,030. The project work was about 20% complete.

Beltline Road Interchange Section, Pacific Highway (I-5-4(54)197

This project begins at Sta 416+00 about 1 mile south of the crossing of the McKenzie River, north of Eugene. From thence the project proceeds southerly 0.9 mile to Sta 464+35 about 1.5 mile north of the Q Street Interchange in Eugene.

The contract amount was $1,644,896.65. The project work was about 15% complete.

A. SCOPE OF INSPECTION

The sites of this inspection were the Morse Bros. concrete batching plant and prestressing yards located in Harrisburg, Oregon. This company furnishes the prestressed and precast members for many of the structures on Federal-aid projects throughout the State. Their volume of business is large enough so the State has inspectors

(more)

EDITION OF (8-64) IS USABLE

stationed at the plant on a permanent basis. These men observe the production and the curing of the concrete and perform all the necessary tests. Therefore, this inspection was confined to the concrete production of the Morse Bros. batching plant and the placement of the concrete in the prestressed girder forms at the prestressing yards.

At the time of the inspection, concrete was either being placed or being cured for the above-mentioned projects. This inspection consisted of observation of the production of the Portland Cement Concrete plant, observing the State's control procedures, and inspecting the testing records. The data taken during this inspection is on file in the Division office.

B. FINDINGS AND RECOMMENDATIONS

1. Personnel

The inspecting personnel have attended the State's testing schools. The answers to questions tendered and observation of their control procedures indicated that the personnel were well acquainted with their duties and responsibilities.

Recommendations: None.

2. Cement

The cement used at this plant is purchased from the Oregon Portland Cement Company. All of the cement delivered to the project is covered by certifications. The cement is stored in weatherproof silos from which the cement is removed for concrete scheduled for both State and private work. No attempt is made to keep track of the cement used for the State work except for the observation of the weight shown on the scales and noting the yardage of concrete either rejected or wasted.

The State specifications state that the cement storage should be adequate to allow sampling at least 12 days before the cement is used. This plant, along with the other plants observed earlier in the year, do not have this storage capacity for cement.

Being Eliminated From Spec.

Recommendations: The required storage capacity for cement is not being enforced. It is suggested that this requirement either be enforced or eliminated.

3. Aggregates

The aggregates at the batching site are separated into 5 fractions. Each fraction was placed in well separated stockpiles. There was no visible sign of segregation or contamination. The aggregates are

(more)

transferred to the bins of the batching plant from the stockpiles via end dump trucks. Again, there was no evidence of segregation or of mixing of the aggregates.

Recommendations: None.

4. Batching Plant

The batching plant included bins for each of the 5 fractions of aggregates, 2 silos—one for type 2 cement and the other for a fine grind cement used for making the prestressed members. The cement is weighed separately, however, the aggregates are weighed on an accumulated basis. The water is furnished through a standard pressure system and is measured by means of a meter installed in the line.

The scale dials are located so they are easily visible to the inspector at all times. The seal on the scale indicated that the weigh scales were last checked on 4-27-66. The inspector did not have any knowledge of when the water meter had been checked for accuracy.

Refer to Inspec. Organization being estab. in Eugene similar to Portl, will provide time for this more detailed insp.

Recommendations: Considering the amount of work that is normally done by a commercial plant, it is recommended that the scales be checked more frequently. It is realized that the amount of water in the concrete is generally controlled by the slump. However, it is recommended that the water meter be checked periodically so that the water-cement ratio can be accurately determined.

5. Mixing

All the mixing is done in transit-mix trucks. Material is mixed for 5 to 10 minutes after introduction into the transit-mix truck. The concrete discharged into the forms during the inspection appeared to be well mixed and of uniform slump.

Recommendations: None.

6. Sampling and Testing

a. About a 5-lb. sample of cement is obtained weekly and retained until 4 samples are taken. Then all of the samples are sent to the central laboratory.

b. Samples are taken from the stockpiles every 3 to 4 months and sent to the central laboratory for a complete aggregate check. In addition, inspectors at the plant run gradation tests periodically.

c. The concrete is checked for air content and slump and cylinders made for compressive strength tests at every pour. The tests are performed at the site of the pour.

d. The concrete was checked for air and slump and the cylinders were cast during the inspection. Procedures in performing the test were in substantial conformity to the procedures established by the Oregon State

Highway Department. The slump was 3 3/4" and the air content was 4.9%.

Recommendations: None.

7. General

A mix design is determined by the central laboratory when the stockpiles are checked every 3 to 4 months. If they find its modulus of the gravels and sand being used change materially in the interim, the mix design is changed in the field to correct for the change in the fineness modulus. Aggregate samples are sent to the central laboratory for a confirmation mix design.

Recommendations: None.

FORM E-123X 50M 7-66

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 7, 1966

Oregon State Highway Commission

AGENDA
DEC 19 1966
4 l

Gentlemen:

There will be on the agenda for your meeting of December 19 an agreement with the Eugene Water and Electric Board covering the Belt Line Road Interchange Section of the Pacific Highway (I-5) in Lane County.

This agreement provides for the State to acquire certain property from Eugene Water and Electric Board in exchange for property along the Board's relocation route. It further provides for the relocation of its facilities in conflict with this project, the construction of a utility conduit for the Board's use, and through an "I" Permit, provides that the State will reimburse the utility for any future moves of the above-mentioned facilities.

The estimated cost to the State for this work is $22,000.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query ✓
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Attn. T. W. Litchfield
L. H. Young
O. H. Maison
L. R. Chandler

(A)
2 COPIES TO BE SIGNED
By Secretary

NOTED
FLOYD QUERY

RECEIVED
NOV 2 5 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-4(54) 197
6938

Th Edwards

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 2, 1966

Mr. A. W. Parsons
Division Engineer
U. S. Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Project No. I-5-4(2)193
Belt Line Road Interchange
Pacific Highway
Lane County

Dear Sir:

We are enclosing a description of three parcels of land no longer required for the above project due to a revision of the design.

As the property was purchased for the revised design with State funds, and the property included in these three parcels was purchased with Federal participation, we hereby request that any Federal participation on these parcels be released as provided for in PPM 21-41, paragraph 6-d.

Upon your approval of this request it is our understanding that the State may use this excess property for use or for sale, as it may desire. The State will maintain complete restriction of access to the Pacific Highway, and exercise the normal sign and junkyard controls.

We would appreciate your early consideration of this matter as we find it necessary to deed a small part of this property to the Eugene Water and Electric Board to comply with a pending agreement.

Very truly yours,

G. E. ROHDE
Chief Counsel

John R. Oakes
Assistant Right of Way Engineer

NOTED
TOM EDWARDS

JRO:CE
Enclosures
cc: Tom Edwards ✓
F. B. Klaboe
F. D. Morgan
L. H. Young
C. H. Maison
G. E. Rohde
L. R. Chandler
T. W. Litchfield

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-123X 50M 4-62

RECEIVED
NOV 2 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

2-4(4)17

64:4

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 31, 1966

Eugene Water and Electric Board
P.O. Box 1112
Eugene, Oregon

ATTENTION: Mr. C.H. Strong

Re: Land Exchange Agreement with EWEB
R/W File Nos.: 39939, 39936, 40140, 40141, 40205
Belt Line Road Interchange Section
Pacific Highway - Lane County
Contract No. 6938

Gentlemen:

We concur in the corrections and understandings as detailed in your letter of October 26, 1966. Herewith you will find three blueback copies of the above-captioned agreement which reflect the corrections you requested in your letter of October 26.

Please review this agreement, and if satisfactory, have it executed by the appropriate officials. Return two signed copies to this office so that we may have these placed on the agenda for Highway Commission action. A fully executed copy will be returned to you for your files.

Very truly yours,

F.D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

cc: F.B. Klaboe
J.E. Holcomb

RECEIVED
NOV 3 1966
OFFICE OF

RECEIVED
OCT 31 1966
FOR FILING
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
I-5-4(54) 197
6138

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1966

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

ATTN: Mr. C. H. Strong

Re: "Loss of Energy" item
EWEB Transmission Line Relocation
Belt Line Road Interchange Section
Pacific Highway - Lane County

Dear Sir:

Your letter of August 21, 1966 which was received by Mr. John Holcomb on September 27, 1966 has been referred to this office for reply.

This is a very unusual item which we have not had occur in the past; however, if a loss of power is incurred the State's obligation would be only for the loss of power which can be supported by your records.

Very truly yours,

F. D. Morgan
Construction Engineer

By
ORIGINAL SIGNED BY
T. W. LITCHFIELD

NOTED
F. B. KLABOE

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm:rw

cc: A. W. Parsons
F. B. Klaboe
C. H. Maison
L. R. Chandler
J. E. Holcomb

RECEIVED
OCT 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1966
FILING

GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WALLOWA
DAVID B. SIMPSON, MEMBER, PORTLAND
FLOYD QUERY, SECRETARY, SALEN

I-5-4(24)199
(457

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

October 19, 1966

Earl L. McNutt
3514 East Broadway
Eugene, Oregon 97401

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6938 for grading, paving, construction, and signing on the Belt Line Road Interchange Section of the Pacific Highway in Lane County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.
cc **United Pacific Insurance Company**

Mansfield & Company
Attn: A. G. Mansfield
2828 Corbett Street
Portland 1, Oregon

RECEIVED
OCT 21 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6928

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 19, 1966

In reply refer to: 08-35-EC/404

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-4(54)197
Beltline Road Interchange Section
Eugene Water and Electric Board Utility Adjustment

Mr. Litchfield's September 29 letter supplied additional data on the "loss of energy" item requested by our September 19 memorandum on the subject adjustment.

We forwarded your submission to our Regional office for a determination of eligibility. They found that the "loss of energy" item is eligible for Federal-aid participation on the same basis as other costs to the utility when certain conditions are met. Attached is a copy of Mr. Stanley's October 12 memorandum covering these conditions.

Enclosure

REFERRED TO
Litchfield - Young w/enclosure.
By Asst. State Hwy. Engr.
10-21-66

RECEIVED
OCT 20 1966
OFFICE
STATE HIGHWAY ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
412 Mohawk Building
222 S. W. Morrison St.
Portland, Oregon 97204

DATE: October 12, 1966

In reply refer to: 08-00.7

TO : Mr. A. W. Parsons
Division Engineer
Salem, Oregon

FROM : H. B. Stanley
Regional Right-of-Way Engineer
Portland, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange
Eugene Water and Electric Board Utility Adjustment

Your memorandum of October 6 requests our comments regarding the eligibility of a "loss of energy" item in the company's estimate for the subject utility adjustment. Inasmuch as Federal funds can participate in amounts paid by a utility properly attributable to relocations or adjustments required to accommodate Federal-aid highway construction subject to the requirements of PPM 30-4, it is our determination that the "loss of energy" item is eligible for Federal-aid participation on the same basis as other costs to the utility where all of the following conditions are met:

1. The item must represent an actual out-of-pocket expense to the utility and a cost which would not otherwise have been incurred. The item must not include company profits or loss of income.

2. The item must be supported by factual utility records which would be subject to audit.

3. The item would be compensable only to the extent that the cost to the utility company exceeds the cost that would have been incurred had the line shutdown not been required. For example, if the additional energy was purchased under a ratchet agreement and the highest peak demand occurred during the line outage, we could only participate in the cost difference between this demand and the next highest peak as further reduced by the cost of producing the additional energy from normal company sources. On the other hand, if the added energy was purchased from another source not otherwise used by the company, we could only pay for the added cost to the company of purchasing the power from this source rather than obtaining it from the normal source. The point to bear in mind is that the line shutdown does not increase the total power demand and therefore we could only pay for the added cost to the utility of using an alternate source.

- more -

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. The State must have a legal obligation to pay for this item.

Under the above conditions the eligible costs should only be a fraction of the cost of purchasing electricity during the outage period.

FORM E-128X SOH 4-65

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COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5 4(54)197

6928

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1966

El Paso Natural Gas Company
P.O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Allen Gattis

Re: 16-inch Gas Line Relocation
El Paso Natural Gas Company
Belt Line Road Interchange Section
Pacific Highway - Lane County
Project No. I-5-4 (54) 197

Gentlemen:

Our letter of September 19, 1966 approved your estimate and sketch map submitted with your letter of August 19, 1966. It also authorized the use of the contract method and advertising for bids.

In a telephone conversation between Mr. Preston and the writer, of this office, and Mr. Root of your Salt Lake office, we concured an award of the bid to Snelson, Inc. for $33,954.30. This will confirm the above-mentioned authorization to proceed with the work, effective October 11, 1966.

Reimbursement for work performed subsequent to October 11, 1966, will be made subject to the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill. It will also be necessary for you to execute an X-permit which will be sent to you under separate cover.

Attached you will find one copy each of permits of entry for our R/W file numbers 40140, 40141, 40205, 39936, and 39939 which allow El Paso Natural Gas Company to occupy the right of way required for this relocation.

Very truly yours,

F.D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T.W. Litchfield
Utilities Liaison Engineer

PGP:sg

Attachments

cc: El Paso Natural Gas Co. - El Paso - Attention: Mr. C.O. Walker
El Paso Natural Gas Co. - Salt Lake - Attention: Mr. John Viehweg
El Paso Natural Gas Co. - Vancouver - Attention: Mr. N.F. Trainor
~~F.D.~~ Klaboe
A.W. Parsons
L.H. Young
C.H. Maison
L.R. Chandler
C.K. Ansell J.E. Holcomb

PACIFIC POWER & LIGHT COMPANY

PUBLIC SERVICE BUILDING

PORTLAND 4, OREGON

September 21, 1966

In Reply Please Refer
To: PD-11-OR-39

Re: File 39937, Belt Line
Road Interchange

NOTED
E.B. KLABOE

Routing

Morgan
Decker
Bond
Barbee
Walker
Swan

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SEP 22 1966
CONSTRUCTION
DIVISION

Pease
Murdock
Scott
Wills
Litchfield
Olson

State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. F. D. Morgan, Construction Engineer

Gentlemen:

This is in reference to your recent oral request for permission to enter upon the 2.25 acre parcel which Pacific Power & Light Company owns adjacent to the Pacific Highway near Springfield, Oregon, as described on the attached exhibit, for purposes of commencing construction of the proposed Belt Line Road Interchange.

The property is encumbered by an easement for transmission lines granted to the United States, and certain rights were reserved by the Grantor in the deed conveying the property to this Company, which deed is recorded on Reel 186-D, instrument No. 56452 of Lane County Official Records.

Pending the State's taking the necessary action to acquire the property, and in order to avoid delay to the State and its contractors, Pacific Power & Light Company hereby consents to your entering on this property subject to said prior rights, for the purpose of commencing construction; provided that such activities do not interfere with the operation and maintenance of our Fry-Dixonville 230 kv electric transmission line now constructed upon and across the property; and further provided that Pacific Power & Light Company shall not be responsible for any injury to persons

or damage to property caused by or in any way arising out of the activities of the State, its agents, employees or contractors on the property.

If the foregoing is acceptable to the State, please indicate approval by having an authorized representative sign the enclosed counterpart of this letter in the space provided and returning it to this office.

Very truly yours,

Robert A. Martin

Robert A. Martin
Property Department Manager

RAM:clj

Approved and Accepted this
29 day of Sept., 1966

State of Oregon
State Highway Department

By: J S Klabo
(Title)
Asst. State Highway Engr.

A parcel of land lying in the Ashley C. Stevens D.L.C. #45, Township 17 South, Range 3 West, W.M., Lane County, Oregon, and being a portion of that property described in that certain deed to Pacific Power & Light Company, recorded on Reel 186-D, Instrument #56452 of Lane County Official Records; the said parcel being described as follows:

Beginning at the Northwest corner of said property which point is the intersection of the Easterly line of that tract designated as Parcel No. 2 and described in that deed to the State of Oregon, by and through its State Highway Commission, recorded on Reel 152-60D, Instrument #98516 of Lane County Official Records and the South line of County Road #209; thence Easterly along the South line of said county road to the Northeast corner of said P.P. & L. property; thence Southerly along the Easterly line of said P.P. & L. property to its intersection with a line which is parallel to and 100 feet Southeasterly of the center line of a connection from the relocated Pacific Highway to the relocated Belt Line Road; thence Southwesterly along said parallel line to a point opposite and 100 feet Southeasterly of Engineer's Station "B" 448+07.75 on said connection center line; thence Southwesterly in a straight line to a point on the Westerly line of said P.P. & L. property, which point is opposite and 68 feet Southeasterly of Engineer's Station "B" 450+07.75 on said connection center line; thence Northerly along said Westerly property line to the point of beginning. The center line herein referred to is described as follows:

Beginning at Engineer's center line Station "J" 437+16.58, which Station equals Engineer's Station 357+30.05 on the center line of the relocated Belt Line Road, said Station also being 551.70 feet South and 58.74 feet West of the Northwest corner of the Wm. M. Stevens D.L.C. #46, Township 17 South, Range 3 West, W.M.; thence South 32° 53' West, 67.59 feet; thence on a spiral curve right (the long chord of which bears South 36° 13' West) 200 feet; thence on a 572.96 foot radius curve right (the long chord of which bears South 52° 53' West) 200 feet; thence on a spiral curve right (the long chord of which bears South 69° 33' West) 200 feet; thence South 72° 53' West, 10 feet; thence on a spiral curve left (the long chord of which bears South 67° 33' 13" West) 200 feet; thence on a 358.10 foot radius curve left (the long chord of which bears South 39° 47' 50" West) 213.58 feet; thence on a spiral curve left (the long chord of which bears South 12° 02' 27" West) 200 feet to Engineer's center line Station "B" 450+07.75, which Station is opposite and 82 feet Easterly of Engineer's Station 450+07.75 on the center line of the relocated Pacific Highway.

(Bearings used herein are based upon the Oregon Co-ordinate System, South Zone.)

The parcel of land to which this description applies contains 2.25 acres, more or less.

mm/ba

NOTE: Access Control - Complete

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OCT 7 - 1966

FOR FILING I-5-4(54) 197 NOTED F. B. KLABOE

Form CO-121 (11-63) (Pres. by A.O. 300-19)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6-7-4

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 5, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
Grading, Paving, Structures and Signing

As requested in Mr. Young's letter of October 3, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of September 29, 1966 in the award of contract No. 6938 to Earl L. McNutt Co., of Eugene, Oregon, low bidder in the amount of $1,644,896.65 at the September 20, 1966 bid opening.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.
10-7-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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FOR FILING
I-5-4(54)197
6935

October 3, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of September 21, 1966, is requested in the award of contract for the Belt Line Road Interchange Section, Project No. I-5-4(54)197.

The contractor receiving the award is Earl L. McNutt Co. of Eugene in the amount of $1,644,896.65, with contract No. 6938 assigned. This bid was received on September 20, 1966, and awarded September 29, 1966.

All rights of way or rights of entry have been acquired with the exception of right of way involved with and for the utility moves mentioned in the last paragraph.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting

or delaying the State contractor's operations with the exception of the following: It is noted in our special provisions that there will be a delay to the contractor for access of property at the west end of the structure and around two power poles. Approval of this restriction was given in your letter dated September 9, 1966, and participation in properly approved time extensions will be eligible if delays should occur beyond December 15, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ia

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SEP 29 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 27, 1966

Bonneville Power Administration
P. O. Box 3621
Portland, Oregon 97208

ATTENTION: Mr. J. V. Mulcahy

Re: Locked Gate Accesses - BPA Administration
Belt Line Road Interchange Section
Pacific Highway - Lane County
Project No. I-5-4(54)197

NOTED
F. B. KLABOE

Gentlemen:

In reply to your letters of September 2 and August 23, 1966 we are attaching one copy of our revised sheet 3 to the above-mentioned project which indicates the installation of a locked gate approximately opposite "J" Line Station 439+00. This will allow access westerly along the southerly edge of the "J" Line right of way from the county road approach and will serve both Towers 46/4 and 46/5 as requested in your above-mentioned letter of September 2.

Our plans indicate that there will be no damage to your Towers 46/3 and 46/6 by the fills from the "H" and "D" Line ramps. We would recommend that field representatives from Bonneville Power and the State meet at the site and determine the necessity of guard structures to protect these two towers. If you would like to have such a meeting, please contact Mr. John Holcomb, P. O. Box 1128, Roseburg, Oregon 97470, Phone 672-4444, to make the necessary arrangements.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
OCT 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

PGP:bjm

Attachment

cc: F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
C. K. Ansell
J. E. Holcomb

FORM E-1239 50M 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 31, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

RE: Locked Gate Accesses
Bonneville Power Administration and
Pacific Power & Light Companies
Belt Line Road Interchange Section
Pacific Highway - Lane County
Project No. I-5-4(54)197

Dear Sir:

Please refer to the second paragraph on page 2 of your letter of August 10, 1966 which pointed out the need for an additional locked gate in the southeast quadrant of the interchange. Representatives of the State and Bonneville Power Administration investigated the possibility of acquiring additional right of way adjacent to the southerly right of way fence of Belt Line Road in the southeast quadrant. This would have allowed Bonneville Power access to their existing easement southerly of approximate Station L^2 357; however, it has been determined that this is impractical inasmuch as the land owner refuses to negotiate at a reasonable figure. It has now been agreed that the best solution to the problem is for Bonneville to have access from the southerly side of Belt Line Road and drive westerly between the toe of slope and the right of way fence to a locked gate opposite L^2 357. This will allow them access to their easement and to the two towers located outside the access control lines in the southeast quadrant of the interchange.

Attached you will find one copy of a sketch map showing the proposed locked gate which serves the function required in your above-mentioned letter of August 10.

The following is a brief resume for the record of the problem of access to Bonneville Power Administration and Pacific Power and Light Company's towers within this interchange.

There are four steel transmission towers that will remain within the access control lines of the above-mentioned interchange. Bonneville Power owns two of these -- one is northerly of the "H" Line approximately opposite "H" Station 442+20, the other is westerly of the "D" Line opposite approximate Station "D" 448+30.

Representatives of Bonneville Power Administration have indicated that they will require access for emergency maintenance of these towers as well as the two towers in the southeast quadrant located outside the access control lines of this interchange. They feel that when an emergency condition exists they should be able to have access to the towers with the least possible delay. It would not be practical for Bonneville to drive off the ramp to serve their towers under emergency conditions, since there is approximately a 10-foot fill from the ramps which are on a 2:1 slope. Therefore, it will be necessary to install the three locked gates as shown on the above-mentioned attached sketch.

Pacific Power and Light Company owns two towers located on the easterly side of the Pacific Highway -- one is within the "G" Line ramp, the other just southerly of the "J" Line opposite approximate Station 447+50. There will be virtually no maintenance on these towers and any emergency conditions which might arise that would require the company to have access to the tower will be handled under the standard provisionsof our X-Permits. This proposed arrangement is satisfactory to the company.

As you know, the approximate cost of relocating the steel towers is $25,000 each and at least a year's delay in the delivery of the necessary steel. Therefore, this method of providing access was tentatively agreed to by Messrs. Stoudenmeyer and Brooks on February 17, 1966.

Very truly yours,

F. D. Morgan
Construction Engineer

By Phil G. Preston

Phil G. Preston

for T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm:fp
Enc.
cc F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
C. K. Ansell
J. E. Holcomb

FORM [illegible] SOM 4-62

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID S. SIMPSON, MEMBER
PORTLAND

I-5-4 (54) 197

67-8

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 23, 1966

Eugene Water and Electric Board
P. O. Box 1112
Eugene, Oregon

Re: EWEB Transmission Line Relocation
Belt Line Road Interchange
Pacific Highway - Lane County

ATTENTION: Mr. C. H. Strong

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of September 1, 1966, have been approved by the State and the Bureau of Public Roads. This approval is subject to the following conditions:

1. A cost breakdown of the estimate as detailed in Mr. Jones' letter of September 8, 1966.

2. A determination of the eligibility, if any, for reimbursement for the "loss of energy" item.

NOTED
F. B. KLABOE

You are authorized to proceed with the work as of September 22, 1966, subject to the availability of the necessary right of way. You will be notified by our Roseburg office as soon as we obtain the right of entry.

Prior to beginning work you are requested to do the following:

(1) Please contact Mr. D. J. Sage, District Maintenance Superintendent, P. O. Box 1269, Eugene, Oregon 97401, Phone 342-1361, Extension 287, in regard to obtaining a permit for crossing or relocating on State Highway right of way.

(2) Contact Mr. C. K. Ansell, Resident Engineer, 1841 Garden Avenue, Eugene, Oregon 97403, Phone 342-1361, Extension 296, at least three days prior to beginning work so that your work may be coordinated with that of the State's contractor.

Reimbursement for work performed subsequent to September 22, 1966 will be made subject to the above-mentioned conditions and the provisions of PPM 30-4 and all supplements thereto upon receipt of your statement of charges. Please be sure to include the beginning and completion dates of the work in the bill.

Very truly yours,

F. D. Morgan
Construction Engineer

By

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: F. B. Klaboe
A. W. Parsons
L. H. Young
C. H. Maison
L. R. Chandler
C. K. Ansell
D. J. Sage
J. E. Holcomb

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OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 22 1966

Form GD-121 (11-63) (Reg. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-5-4(54) 197

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: September 19, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-4(54)197, Belt Line Road Interchange Section
Eugene Water & Electric Board Utility Adjustment

Our memorandum dated August 10, 1966 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

NOTED F. B. KLABOE

Your proposed agreement, as evidenced by your Staff Attorney's letter dated July 27, 1966, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated September 1, 1966, as well as the plans and estimate furnished therewith and transmitted with Mr. Litchfield's letter dated September 13, 1966, has been reviewed and found satisfactory. However, approval of this agreement is being withheld subject to the following:

1. A more detailed study of the relocation of the pole south of D 440+25 and the resulting realignment of two poles west of this pole.

2. A cost breakdown of the estimate including salvage and the method of determination of extended service life.

3. A determination of the eligibility, if any, for reimbursement for the "loss of energy" item.

Young Litchfield 9-22-66

An X-Permit covering the subject adjustment was approved by this office on September 15, 1966.

The above-mentioned P.S. & E. memorandum authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

SEP 22 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-5-4(54)197

6758

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 19, 1966

El Paso Natural Gas Company
P. O. Box 1492
El Paso, Texas 79999

ATTENTION: Mr. Allen Gattis

Re: 16" Gas Main Relocation
El Paso Natural Gas Company
Belt Line Road Interchange Section
Pacific Highway - Lane County
Project No. I-5-4(54)197

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of August 19, 1966, have been approved by the State and the Bureau of Public Roads. You are hereby authorized to use the contract method and advertise for bids. These procedures must conform to paragraph 6 of PPM 30-4. Our letter of August 30, 1966 authorized you to order materials as detailed in your above-mentioned estimate.

The State is negotiating for new easements required for the proposed relocation. It is anticipated that these should be available by October 15, 1966. As suggested in your letter of August 31, you will have an opportunity to review the descriptions before final disposition of the tracts.

NOTED
F. B. KLABOE

The last paragraph in your letter of August 19 indicates a slight discrepancy between the State and El Paso's method of determining the State's obligation where only a portion of the conflict is on private property. Contrary to your understanding, the State has had the policy for some time that the State's share was determined by the ratio of the length of main in conflict on private property to the total length of main in conflict. Any additional pipe necessary to complete the relocation, whether it be installed on public road or private property, would be paid for at the above determined percentage. This method has proved very satisfactory in the past and has been used on underground conflicts with Salt Lake Pipe Line Corporation, Pacific Northwest Bell Telephone Company, Georgia-Pacific Corporation, and many other smaller Utilities.

Our Staff Attorney's letter of August 19, 1965 pertaining to Bubbs Ranch-Weatherby Unit of Bubbs Ranch-Malheur County Line Section, Baker County, Oregon, suggested this method of determining the State's share of the cost. On June 2, 1966 in a telephone conversation between your Mr. John Viehweg and our Mr. Valentine, it was agreed that the State's method of computing the division of costs was acceptable to El Paso on this project.

Based on the satisfactory use of this method in the past, both to the State and the Utilities, and in the interest of conformity, we would suggest that your company agree to its use on this project. There are, of course, specific instances where this method would not be applicable. When these arise then we would agree on a method appropriate to the individual case.

Please send us an information copy of your specifications and prior to awarding the contract furnish us a tabulation of bids so that we may concur in the award.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

PGP:bjm

cc: El Paso Natural Gas Company, Salt Lake - Attn: Mr. John Viehweg

A. W. Parsons - BPR

F. B. Klaboe
L. H. Young
C. H. Maison
L. R. Chandler
J. E. Holcomb

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SEP 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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SEP 14 1966

I-5-4(54)197

~~Form CO-121~~ (11-63) (Prec. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6938 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 9, 1966

In reply refer to: 08-35-EC/423.2
XRef: 410.51

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
Availability of Right of Way and Construction Coordination

We are approving a waiver of the requirement for unrestricted contractor's operations on the subject project as requested by Mr. Young's August 29, 1966 letter with some qualms. Granting nine such exceptions during the past year certainly indicates the need for corrective action on proper project coordination which will be discussed with your representatives in future conferences.

The special provisions concerning the El Paso Natural Gas Co., and Eugene Water and Electric Board involved in the waiver proposed by Mr. Young's August 29, 1966 letter are not consistent with special provisions in Revision Letter No. 2 issued on the same date. Furthermore, neither of these provisions are comparable to those approved as standard operating practice for the last five such exceptions on Projects F-196(25), I-5-5(32)293, F-330(5), I-405-8(13)320, and F-135(7). These projects properly provided merely a listing of utilities in Article 7-26 without completion dates except for F-330(5), and if any restrictions were necessary they were outlined in Article 8-11. This procedure should be used if necessary to utilize another such rare exception in the distant future.

To reduce the possibility of recurrence of similar situations, in the future we will expect to receive one combined right of way statement as required by paragraph 7 of PPM 21-12, rather than individual reports from your four right of way sections responsible for acquisition of lands, access rights and disposal of improvements thereon. If any files, access rights, improvements or facilities are outstanding, these should be listed together with the date of offer, earliest possible condemnation date, type of improvement or facility with estimated disposal or adjustment date. This procedure should be followed even if right of way is a nonparticipating item as in the case of the subject project.

copies

REFERRED TO
By Asst. State Hwy. Engr.
9-13-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

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SEP 14 1966
FEDERAL AID FILING

T-5-4(54)197

Form CD-121 (11-63) (Prep. by A.G. 208-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 8, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
El Paso Natural Gas Company Utility Adjustment

Our memorandum dated August 10, 1966 approved the P.S. & E. documents for the physical construction phase of the subject project, withholding authorization to proceed with the utility adjustments included in the project estimate.

We hereby approve the agreement, as evidenced by your Staff Attorney's letter dated July 27, 1966, furnished with the P.S. & E. documents for the physical construction, and the above-mentioned utility's letter dated August 26, 1966, as well as the plans and estimate furnished previously with the utility's August 15, 1966 letter and transmitted with Mr. Preston's letter dated August 29, 1966. Since the utility is not adequately staffed or equipped to perform a portion of the work with its own forces, the contract method of performing such work, as indicated in the estimate, is satisfactory.

Our approval of the agreement is subject to the understandings as follows:

1. The reimbursable percentage figure will be further justified prior to our approval thereof.

2. All reimbursable utility right of way including considerations therefor, such as provisions for future expansion, will be on a nonparticipating basis in accordance with our January 13, 1965 memorandum approving the revised location of the interchange.

3. Only the delay or part thereof, if any, to the State's contractor which occurs after the December 15, 1966 date in Revision Letter No. 2 will be considered in the adjusting of contract time without appropriate credits in Interstate participation for liquidated damages in accordance with requirements for an exception to right of way availability as requested by Mr. Young's August 29, 1966 letter.

(more)

9-14-66
REFERRED TO
Young - Lehrbach
BY ASST. STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Access to the ramps should not be permitted in the X-permit to be issued for the new crossing on Belt Line Road. We also question the sagacity of issuing such a permit to provide for reimbursement of future adjustments on the new crossing when 40 feet of the existing crossing is nonreimbursable.

Our program memorandum dated August 10, 1966 authorized you to proceed with preparatory work for all utility adjustments, to be included in the construction phase of the subject project, effective on that date. You now are authorized to proceed with actual adjustments for the above-mentioned utility effective on this date. Approval and reimbursement for the eligible portion of the work is subject to the provisions of PPM 30-4 dated December 31, 1957 and supplements thereto, and subject to the certification required by IM 30-2-66 as a condition precedent to Federal reimbursement.

RECEIVED
AUG 29 1966
FOR FILING

I-5-4(54)197

August 29, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N.E.
Salem, Oregon

Belt Line Road Interchange
Project No. I-5-4(54)197

Dear Sir:

We hereby request that the requirement of subparagraph 6e of PPM 21-6.3 relative to the contractor's working restrictions be waived as being in the public interest for the above-mentioned project. Immediate occupancy and use of areas in which the Elpaso Natural Gas Co. and the Eugene Water and Electric Board have their utility lines will be restricted at the anticipated date of award.

The following is information from a revision letter which will be incorporated in the contract special provisions:

> It is anticipated, but not guaranteed, that the Elpaso Natural Gas Co. will complete their adjustment by December 15, 1966, and the Eugene Water and Electric Board will complete their adjustment by November 15, 1966.

As of August 9, 1966, the date of our utility status report for this project, we anticipated no delays to the contractor. Since then it has been found that the piling to be driven for the west end bent is too close to be driven without a possible fracture of the gas main. Also we expected the gas main to be moved by October 1, 1966, but due to right of way negotiations for the utility moves, the contract for the gas main move has been delayed.

The contractor will be able to construct all of the east one-half of the interchange without any delay and also all of the structure except the west end span. There is a possibility of a minor delay in the grading around two power poles of the Eugene Water and Electric Board's line until November 15, 1966.

We do not anticipate any adverse effects from these delays, and therefore believe it to be in the public interest to receive bids for this project September 1, 1966.

Attached are three copies of a sketch of the area involved and a revised utility right of way status report.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Attachments

DAR:ia

cc: F. B. Klaboe
F. D. Morgan
I. D. Merchant
R. N. Chase

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION

REVISED PROJECT BASE D[illegible] REVISED

Section GAME FARM ROAD INTERCHANGE Highway PACIFIC (I-5) & P.A.S. County LANE

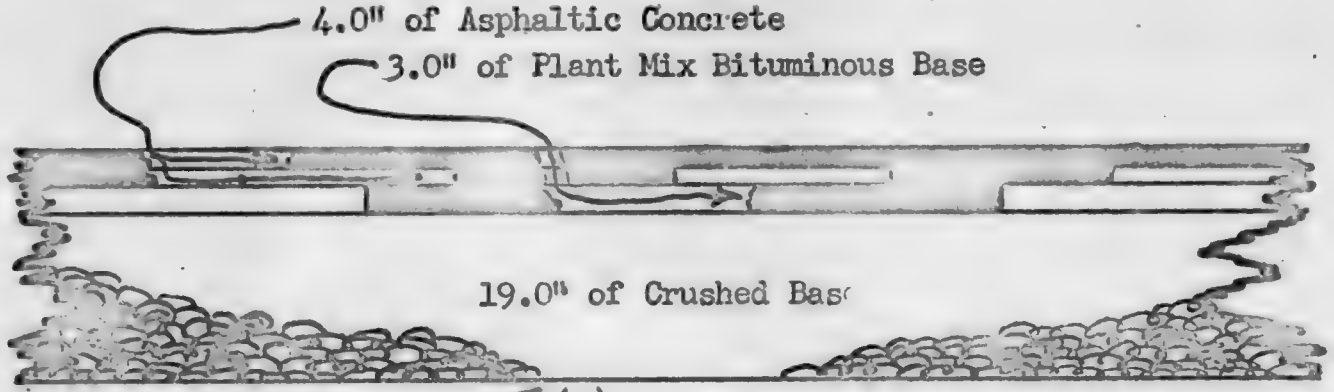
Res. Engr. C. K. Ansell Approx. Length 0.7 Miles St. _____ to Sta. _____

Truck A.D.T. 531 Traffic Coefficient 9.9 18 kip s.a. per day 372.1.

Annual Precipitation 41"± Frost Penetration - - - -.

(1)
Typical Soil
40 LL
13 PI
99 %P 10
92 %P200
1 %Gravel
1 %C Sand
6 %F Sand
45 %Silt
47 %Clay
8 "R" Value
(Correlated)

BELT LINE ROAD -



CBR Total Rec.	Asphalt Thick.	Base Thick.	
	8.0	4.0	A.C.
	5.5	3.0	P.M.L.B.
	19.0	19.0	Cr. Base
32.5	32.5	26.0	

AASHO CLASSIFICATION:
A-6 (10)

MATERIAL SOURCES:
To be determined by the Engineer.

Note:
The Typical Soil shown is the native material in the Interchange area. The project will be predominantly a borrow section and the source of borrow has not yet been determined. Should a granular material be used in the embankment construction, the Resident Engineer should request sampling and testing of the finished subgrade for a possible reduction of the Crushed Base Course.

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
Chief Accounting
Rural Engineer

NOTED
F. B. KLABOE

Submitted by _____ Staff Assistant

Recommended by _____ Asst. Construction Engineer

Recommended by _____ Engineer of Materials

Approved by _____ Asst. State Highway Engineer

RECEIVED JUL 29 1966 FOR [illegible]

RECEIVED JUL 25 1966 OFFICE OF STATE HIGHWAY ENGINEER

RECEIVED JUL 25 1966 OFFICE OF STATE HIGHWAY ENGINEER

GAME FARM ROAD INTERCHANGE
PACIFIC (FA 5) & F.A.S. 860
LANE COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	*P.M.B.B. or Level	Crushed Base	"CBE" Requirement	Actual Thickness
90 - 240	4.0"	*3.0"	14.0"	27.5"	21.0"
30 - 90	3.5"	2.0"	15.5"	24.5"	21.0"
8 - 30	3.0"	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	2.0"	12.0"	18.0"	16.0"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

For substitutions use the "CBE" Requirement Column for total thickness required and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs) (and Supplementals)	=	0.8" Crushed Base

Note:
Project Base Design revised to use P.M.B.B. in lieu of 3/4"-0 level course on heavy traffic sections.

SECTION: GAME FARM ROAD INTERCHANGE

HIGHWAY: PACIFIC (FA 5) & FAS 860

COUNTY: LANE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 5060 (Total)

B. Future ADT 12650 (Total)

C. Mean ADT 8855 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$= 6 x (C) 8855 = 531

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 531 x (H) 100 % = 531

TRAFFIC COEFFICIENT = $K (I)^{0.119}$

where K = 4.669

= 9.9

SECTION: GAME FARM ROAD INTERCHANGE

HIGHWAY: PACIFIC (FA 5) & F.A.S. 860

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. on Freeway
   Belt Line Road is A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Lane County prefers A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made for this project. See Items 6 and 12.

RECEIVED
AUG 19 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

I-5-4(54)197

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6938 Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.DA-2

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-4(54)197
Belt Line Road Interchange Section
Grading, paving, structures & signing

REFERRED TO 8-18-66
Upon Wkend.
By Asst. State Hwy. Engr.

P.S. & E. documents for the subject project have been reviewed and are hereby conditionally approved with the understanding that you will make any changes found necessary upon completion of our review. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way and rights of entry have been acquired with relocation advisory assistance provided, as indicated in Mr. Oakes' August 9, 1966 report except for nine outstanding files. We understand that these files are being negotiated but if not successful filings in condemnation will be made with the expectation that these parcels will be available for occupancy and contractor's use and that control of access rights will be acquired prior to your requesting our concurrence in award.

Mr. Litchfield's August 9, 1966 Utility Status Report indicates that access rights are involved for the following utilities:

Eugene Water and Electric Board
El Paso Natural Gas Co.

Authorization to proceed with utility adjustments included in your estimate is being withheld since the plans and estimate therefor have not been furnished, however, these documents, including X-permits eliminating the above noted access rights, must be furnished prior to our concurrence in award. It should be understood that you may be obligated to the contractor, but Public Roads must, of course, consider that you have certified that the status of these matters is such that delays should not result. Appropriate credits should be made in Public Roads participation for the liquidated damages involved in non-approved time extensions.

In our review to date we note that several reflectorized-background guide signs are called for in the plans. Such signs will be non-participating until such time as, and unless, our Washington office rendors an interpretation of the AASHO Signing Manual allowing use

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

of the reflectorized-background guide signs along routes where use of the non-reflectorized-backgrounds has been the extablished practice. This general matter has been the subject of discussions between Mr. Edwards and Mr. Brooks of this office.

In addition, the program and plans indicate locked gates in the N.E. and S.W. quadrants for utility access to transmission towers in those quadrants but no gate in the S.E. quadrant to serve that tower just to the east of the "J" line deceleration lane. Access from the "J" line ramp would pose an unnecessary traffic hazard and a locked gate at the R/W line should be provided.

Your program project data and these plans show that the S.P.R.R. o'xing to the immediate north to accommodate the north bound acceleration lane will be widened under a separate contract. Your programing and scheduling of this widening should be expedited so that the widening will be complete by the time the interchange is put into service.

You are authorized to proceed with contractor's flagging included in your estimate for $1,000.00.

The pavement type selection of the project is accepted on the basis of documentation contained in your July 19, 1966 "Project Base Design" sheet.

The use of Article 102-1.3, Embankment Measure, is approved for use on this project.

The use of Division II, Part 1, Earthwork, dated April 1966 as a Supplemental Standard Specification is approved subject to the comments of our May 11, 1966 specification approval memorandum which approved all other Supplemental Specifications.

Mr. Young's August 9, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1966

I-5-4(54)197

Form CD-121 (11-65) (Prea. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6938

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 10, 1966

In reply refer to: 08-35.EC-710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M E Martin
M.E. Martin
Acting Division Engineer

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's August 8, 1966 letter resubmitted one item for inclusion in the subject program. This Stage 2 construction project is approved effective this date as follows:

Item	Project	Location	Work
456	I-5-4(54)197	Beltline Road Interchange	G. P. 1 str.

A PR-9 is approved concurrently reverting Item 457, I-80N-2(34)38 to Stage 1 to release Federal funds for the above project.

You are authorized to proceed with utility preparatory work effective this date.

This program action provides for the addition of one interchange at a total estimated cost of $2,085,000 of which $1,923,000 is reserved as Federal-aid Interstate funds.

REFERRED TO
[illegible]
BY ASST. STATE HWY. ENGR.
8-16-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

RECEIVED
AUG 9 - 1966

FOR

FORM PR-48 (REV. 4-62)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR PROGRAM APPROVAL
(PPM 21-1)

STATE HIGHWAY DEPARTMENT	DATE
Oregon	Aug. 4, 1966
BY (Signature)	
Mr. Young's July 27, 1966 letter.	
TITLE	

CLASS OF FEDERAL FUNDS: Secondary

SYSTEM (Check one applicable): ☐ FAI ☐ FAP ☐ FAU ☒ FAS

PROGRAM SUMMARY

	STAGE 1 ITEM NOS. ___ THRU ___			STAGE 2 ITEM NOS. 956 THRU 959			
PROJECT CLASS	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	NO. OF ITEMS	LENGTH (Miles)	TOTAL EST. COST	FEDERAL FUNDS
HPS							
RWY-HWY							
HIGHWAY				4	0.402	$ 472,000	$ 283,200.00
TOTALS AS SUBMITTED							
TOTALS AS APPROVED				4	0.402	$ 472,000	$ 283,200.00

REMARKS

Item	Project	
956	SU-441(6)	SPRR Oding, Belt Line Road
957*	S-515(2)	Mill Cr. Bridge
958	S-554(1)	Umatilla River (Westland) Bridge
959	S-553(1)	Gales Creek (Baln Grove) Bridge Sec.

*Safety Project.

RECOMMENDED

DATE: | SIGNATURE:

TITLE:

EXCEPTIONS AND REMARKS (Use additional sheets if required)

It is noted that the approaches to Item 958 structure will be constructed by the county. We understand the hazardous conditions that exist on the westerly approach have been discussed and reduction of these hazards was one of the primary concerns in the design of the new approach.
Your diligence in considering the safety of the traveling public is commended.

APPROVED

DATE: 8/4/66 | SIGNATURE: A. W. Parsons

TITLE: A. W. Parsons, Division Engineer

EXCEPTIONS AND REMARKS (Use additional sheets if required)

You are authorized to proceed with railroad work on Item 956 and utility work on Item 959 as denoted.
Receipt of the Public Hearing transcript and certification on Item 956 is necessary prior to execution of project agreement.
You are authorized to proceed with actions necessary to advance to completion the physical construction provided for by the above projects in accordance with the provisions of your approved Secondary Road Plan.
If you subsequently find that exceptions to the procedure will be needed or that your proposed design standards for these projects are lower than the minimum design standards as approved March 23, 1966, this office should be notified of such proposed exceptions and reasons thereof.

PREVIOUS EDITIONS OF THIS FORM MAY BE USED

ltr to Young 8-9-66

USCOMM-DC 41100-P62

RECEIVED
JUL 25 1966
FOR FILE

Commissioners
J. P. Mitchell, Portland
Chairman
Wayne E. Phillippi, Union
Vice-Chairman
John P. Fischer, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address:
P. O. Box 3503
Portland, Oregon 97208

I-5-4(54) 197

6938

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

July 21, 1966

Routing

Norgan	Poole
Boe	Morelock
Bell	Trout
Bolton	Scott
Hall	Wirth
Clark	Litchfield
Swan	Olson

RECEIVED
JUL 22 1966
CONSTRUCTION
DIVISION

State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were received with your letter of July 14, 1966:

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County;

Olds Ferry Truck Scale Site, Old Oregon Trail Highway, Malheur County;

Belt Line Road Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any effect on the fishery resource, so the plans are approved. We appreciate the opportunity to comment on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

RCK:ae

cc: R. W. Schoning

7/22/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
A. F. Parson (4)
fp

FORM S-123X SOM 5-64
RECEIVED
JUN 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

5 c 4 (54) 122

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

NOTED
R. L. PORTER

Dear Sir:

On April 8, 1966, the Lane County Board of Commissioners were notified by letter of the Highway Commission's plans to construct the Belt Line Road Interchange (Game Farm Road) on the Pacific Highway (I-5). Public notices were published in the Eugene and Springfield newspapers concerning the proposed project.

Under date of June 6, 1966, Lane County indicated by letter that they had not received any requests for a hearing.

Based on the above correspondence a hearing will not be held. Copies of all correspondence on this matter are attached.

This certifies that the people in Lane County were notified of the proposed project and that no person has requested a hearing, and that the State Highway Department is considering the economic effects in adopting this location.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

H. S. Cox
County and City Engineer

DWH:mm
Att.

bc: R. L. Porter
F. B. Klaboe
Victor Wolfe
F. D. Morgan
J. E. Morelock
L. H. Young
R. N. Chase
G. E. Rohde
D. H. Moehring

RECEIVED
JUN 9 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 28 1966
FOR FILING

I-5-4(54) 192

6938

June 8, 1966

MISC. CONTRACTS and AGREEMENTS No. 1937

Board of County Commissioners
Lane County
Courthouse
Eugene, Oregon

Agenda Item
4L
6-2-66

Gentlemen:

We are enclosing for your records a fully executed copy of a Supplemental Throughway Agreement pertaining to Belt Line Road Interchange section of the Pacific Highway.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
MAY 20 1966
FOR FILING
I-5-4(54)117
6738

Salem, Oregon
May 19, 1966

D. H. Moehring
Right of Way Engineer

OFFICE

State funds will be used for the purchase of right of way for the Cerro Farm Road Interchange on the Pacific Highway (I-5) in Lane County north of Eugene.

You have estimated the cost of the first parcel to be purchased at $15,000. The estimated cost of the remaining ten or more files should be furnished us as soon as the amount has been determined.

You should use prefix 20-2030.

L. H. Young
Office Engineer

JAH:lt
cc: C. L. Laux

RECEIVED
MAY 10 1966
FOR FILING

I-5-4(34) 197
6138

May 9, 1966

Oregon State Highway Commission

Gentlemen:

Presented for your consideration at the June 2 Commission meeting will be a supplemental throughway agreement with Lane County pertaining to the Belt Line Road Interchange Section of the Pacific Highway (I-5) in Lane County.

This agreement provides for construction of the interchange and connections to Belt Line Road (Lane County Road) and provides for a structure over the throughway.

Prior Highway Commission approval was received on this project and an agreement executed on this section on January 27, 1958.

Upon completion of the project, the State will assume maintenance, jurisdiction, and control of the structure, interchange and its connections within the access control area of the throughway to be constructed as part of the project.

The project is proposed to be advertised for bid letting in the latter part of July and if satisfactory bids are received and no other complications arise, the contract would be under construction around mid-September.

Your approval is recommended and your authority requested for the Secretary's signature for same behalf of the Commission.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
F. D. Morgan
L. R. Chandler

DNH:nr bg

Form E-388—Rev—7-60

RECEIVED
MAY 9 - 1966

FOR FILING
I-5-4(23)117
0738

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date May 2, 1966 County Lane

Section Game Farm Road Interchange Highway I-5 - Belt Line Road

Length 0.7 miles. Limits ..... Sta. M.P. 105.5 to Sta. M.P. 106.2

Type of improvement Grading and paving.

Surveyed by C. K. Ansell Year 1966

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. Map File No.	Lab. No.
A	X		G.B.	800'			0.34	Springfield Bar	1R-2-2548	413205
B		X	Q	1.6 mi				Stolsig Quarry	1R-5-1017	4012082
C	~~?~~	~~?~~	~~G.B.~~	~~1.1 mi~~			~~123.7~~	~~Winn Bar~~ Cancelled	1R-5-615	348036 ~~348035~~
D	X		G.B.	200'			128.9	Glass Bar May 1 Letter Stone	1R-5-94	586246 586121

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

a. Descriptions and maps required for above submitted _____, 19__.

b. Hauling roads required? _____. Data submitted _____, 19__.

c. Are all required sites included? _____. Balance when? _____.

Signed Carl M. Williams
Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

State Printing 28097

23G Brabham Ba

22G - Springfield Bar

Form E-380—2M—1-60

OREGON STATE HIGHWAY DEPARTMENT

Statement of Material Sources and Stock Pile Sites

(This statement to be prepared by Division Engineer and submitted in triplicate with Special Provisions to the Salem Office.)

Date May 2, 1966. County Lane

Section 19th-71st St. (Springfield) June 66 Letting Highway McKenzie

Length 5.03 miles. Limits . . . . . Sta. 286 to Sta. 366

Type of improvement Grading, Paving

Surveyed by A. W. Bates Year 1966

SPECIFIED STOCK PILE SITES AND SOURCES OF MATERIALS

Site No.	Used	New	Kind	Dist. Lt.	Dist. Rt.	Sta.	M. P.	Owner	Hwy. Map File No.	Lab. No.
A		X	G.B.					Fisher Bar	1R-5-325	
B		X	G.B.					Cherril's Bar	1R-4-38	
~~C~~	~~X~~		~~G.B.~~	~~200'~~			~~128.9~~	~~Glass Bar~~ May 19 Letting Cottage Grove	~~1R-5-94~~	586246 ~~586121~~

Q. = Quarry or Quarry Site; G. P. = Gravel Pit; G. B. = Gravel Bar; B. P. = Borrow Pit; T. D. = Talus Deposit; S. P. = Stock Pile Site; Adj. = Adjacent to.

ADDITIONAL DATA:

a. Descriptions and maps required for above submitted _____, 19__.

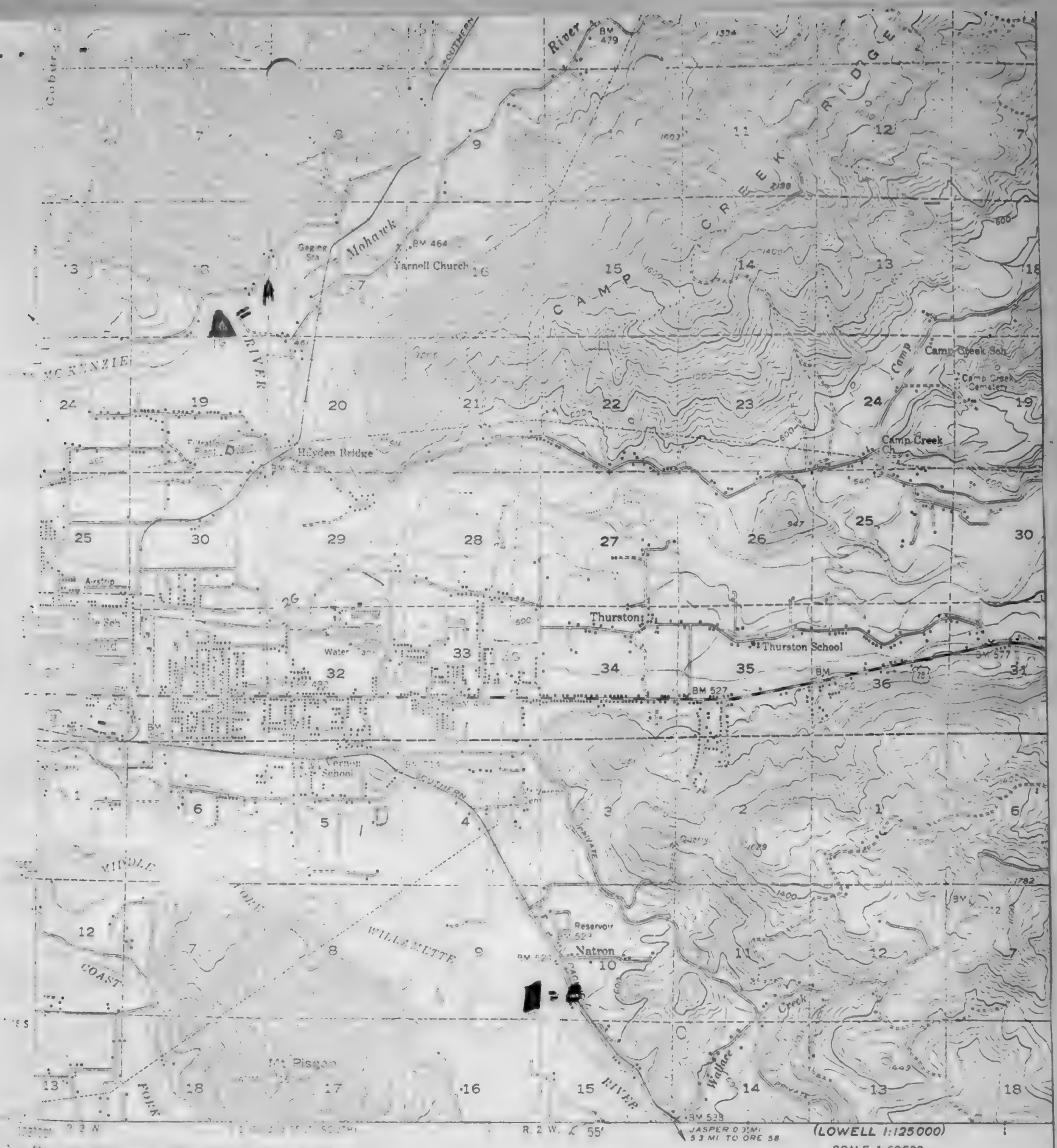
b. Hauling roads required? _____. Data submitted _____, 19__.

c. Are all required sites included? _____. Balance when? _____.

Signed Carl M. Walker
Division Engineer

NOTE: Additional data and remarks should be made on the back of this report.

State Printing 23997



Mapped, edited, and published by the Geological Survey

Control by USGS, USC&GS, and USCE

Topography from aerial photographs by multiplex methods
Aerial photographs taken 1949. Field check 1950

Polyconic projection. 1927 North American datum
10,000-foot grid based on Oregon coordinate system
north and south zones

Red tint indicates area in which only
landmark buildings are shown

Dashed land lines indicate approximate location

Unchecked elevations are shown in brown

21°

APPROXIMATE MEAN
DECLINATION, 1950

(LOWELL 1:125000)

SCALE 1:62500

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT HALF-INTERVAL CONTOURS
DATUM IS MEAN SEA LEVEL

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS

FOR SALE BY U. S. GEOLOGICAL SURVEY, FEDERAL CENTER, DENVER, COLORADO OR

A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON R

22G Brabham Bar

22G-Springfield Bar

T 17 S
05'

Springfield

Springfield Jo

Durn Sch

Stump Farm

Nookenzie School

Arrington

Pleasant Hill Schools

State Game Farm

Spencer Butte

Golf Course

Willamette River

Pacific Highway

Eugene Municipal Airport

Riverview Cemetery

Walterville 10.0 mi
McKenzie Bridge 39.8 mi

Winkling 17.0 mi.
Mabel 17.0 mi.

A

B

C

T 18 S
44°00'

123°00'

(Cottage Grove) 813 820 R 3 W Creswell 6.0 mi Roseburg 68.0 mi

ENGINEER REPRODUCTION PLANT, THE ARMY WAR COLLEGE, WASHINGTON, D. C. 14946
1940

(Lowell 1:125000)

Scale 1/62500

2 0 2 4 Miles

3000 4000 5000 6000 7000 Yards

12000 15000 16000 Feet

2 0 2 4 5 Kilometers

...rval 5 feet and 10 feet
... the 450 foot contour
... mean sea level

...ED FROM "GRID SYSTEM FOR PROGRESSIVE MAPS
C. & G. S., SPECIAL PUBLICATION NO 59.
... OF THE GRID NUMBERS ARE OMITTED)

... MARK HERON CORRECTIONS AND ADDITIONS WHICH COME
... "THE CHIEF OF ENGINEERS WASHINGTON, D. C.

1°29' 21°32' TRUE NORTH MAGNETIC NORTH

APPROXIMATE MEAN DECLINATION 1939
ANNUAL MAGNETIC CHANGE 2' DECREASE

ROUTES USUALLY TRAVELED
HARD IMPERVIOUS SURFACES
OTHER SURFACE IMPROVEMENTS
1940
(99) U. S. ROUTE (214) STATE ROUTE

G-9

EUGENE OREG.

N 4400-W 12300/15

RECEIVED
MAR 25 1966

I-5-4(54)197
C.1.2.F

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 22, 1966

SUBJECT: Route Documentation Material
Game Farm Road Interchange
Pacific Highway & Beltline Road
FAI 5

To: L. H. Young
Office Engineer
O f f i c e

Mr. Robert Royer, Transportation Studies Engineer, has conferred with Mr. Dick Chase of your office concerning programming construction for the Game Farm Road Interchange (FAI-5).

As you know, IM 50-2-65 states that certain data are required before Bureau of Public Roads approval is granted. Paragraph B-2 of this IM states that projects providing for the completion of construction for which some phase of construction has been previously authorized, may be approved by the division engineer.

The Game Farm Road Interchange falls under paragraph B-2 and this should be stated in the cover letter to the Bureau of Public Roads. No other support data from the Traffic Engineering Division is Required.

If this facility were opened to traffic during 1966, it would have an estimated ADT of 4,000 vehicles and an estimated 1986 ADT of 14,000 vehicles. These values should be used on the PR-1 forms.

Original Signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

OBJ:djb

cc: Tom Edwards

RECEIVED
MAR 23 1966
OFFICE
STATE HIGHWAY ENG

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Section CAMP FARR ROAD INTERCHANGE Highway PACIFIC (FA 5) & FAS 860 County LAKE Prefix 620-1989

Res. Engr. C. K. Ansell Approx. Length 0.7 Miles. Sta. _____ to Sta. _____ Date 3-4-66

Truck A.D.T. 531 Traffic Coefficient 9.9 18 kip s.a. per day 372.1.

Annual Precipitation 41"± Frost Penetration - - - - -.

(1)

Typical Soil

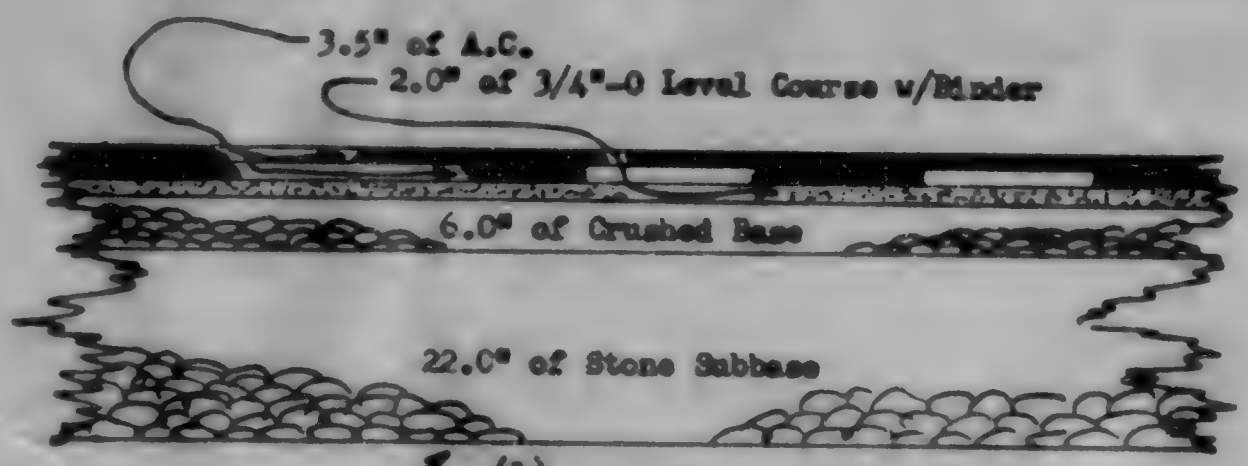
40	LL
13	PI
99	%P 10
92	%P200
1	%Gravel
1	%C Sand
6	%F Sand
45	%Silt
47	%Clay
8	"R" Value
[illegible]	

AASHO CLASSIFICATION:

A-6 (10)

MATERIAL SOURCES:

To be determined by the Engineer.



	CBE Total Req.	Credit	Actual Thick.	
		7.0	3.5	A.C.
		2.0	2.0	Level Cr. Base
		6.0	6.0	Cr. Stone Subbase
		17.5	22.0	
	32.5	32.5	33.5	

I-5-H 197 (5) 858-7

Note:

The Typical Soil is the native material in the Interchange area. The project will be predominantly a borrow section and the source of material has not yet been determined. Should a granular material be used for the embankment construction, it is recommended that when the subgrade is to grade the material be sampled and tested for a possible reduction of the stone subbase course.

Submitted by J. W. Yarbrough Staff Assistant Recommended by [illegible] Asst. Engineer of Materials

Recommended by [illegible] Construction Engineer Approved by [illegible] Asst. State Highway Engineer

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Rural Engineer
County-City (2)

RECEIVED MAR 17 1966 FOR FILING

[redacted] PASH ROAD INTERCHANGE
PACIFIC (FA 5) & FAS 860
[redacted] COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level Course	Crushed Base	Min. Stone Subbase	CBR Req.	Actual Thickness
90-240	3.5"	2.0"	6.0"	15.5"	27.5"	27.0"
30-90	3.5"	2.0"	6.0"	12.0"	24.5"	23.5"
8-30	3.0"	2.0"	6.0"	8.0"	21.0"	19.0"
1-8	2.0"	2.0"	6.0"	8.0"	18.0"	18.0"
Cars Only	2.0"	2.0"	7.0"	- - - -	13.0"	11.0"

Should substitutions be made use the "CBR" Requirement Column to obtain the total thickness and the table below for values.

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase	=	0.8" Crushed Base

SECTION: GAME FARM ROAD INTERCHANGE

HIGHWAY: PACIFIC (FA 5) & FAS 860

COUNTY: LAKE

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 5060 (Total)

B. Future ADT 12650 (Total)

C. Mean ADT 8855 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 12 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{2}$ = 6 x (C) 8855 = 531

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 531 x (H) 100 % = 531

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

= 9.9

SECTION: GAME FARM ROAD INTERCHANGE

HIGHWAY: PACIFIC (FA 5) & FAS 860

COUNTY: LANE

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: When constructed to present O.S.H.D. surfacing thickness standards
5. Cost Comparisons: None made

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Belt Line Road is Asphaltic Concrete
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Minor importance
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Lane County requested A.C.
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

See Items 6 and 12.

ORDER NO. 42448

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-334

In the Matter of the Application of LANE COUNTY for authority to construct a crossing at grade with the tracks and right of way of Southern Pacific Company at or near Game Farm Road in Lane County, Section 22, Township 17 South, Range 3 West, Willamette Meridian.	ORDER

On October 27, 1965, Lane County, hereinafter referred to as "Applicant" by and through its Board of County Commissioners, filed with the Commissioner, pursuant to the provisions of ORS 763.020, an Application for authority to construct a crossing at grade of the tracks and right of way of Southern Pacific Company, hereinafter referred to as "Railroad".

Attached to and a part of the Application is Sheet 1 of an unnumbered drawing dated September 1965, entitled "East Belt Line County Road No. ____ Township 17 South Range 2(3) West Section 22 W.M.".

The location of the crossing and the manner of its construction, together with proposals for the work to be performed and the costs to be borne in connection therewith, are set forth in the Application. The particulars as to alignment, elevation, intersection and grade are shown on the vicinity map and profile which make up the drawing referred to.

On December 2, 1965, Applicant amended its application and on January 24, 1966, filed with the Commissioner a letter intended to clarify certain items in the amendment.

Copies of the Application, the amendment and the letter of clarification were duly served upon the Attorneys and the Superintendent of Railroad, and upon the Utilities and Railroad Attorney for the Oregon State Highway Commission. No objections were made by the above to the issuance of an order conforming to the Application as amended and clarified.

Due and careful consideration has been given to the Application as amended and to the record herein. Conditions in the field were investigated and are substantially as alleged. No unresolved issues are raised by any railroad company or public body in interest that are within the purview of ORS 763.080, which authorizes the Commissioner under these circumstances, to enter an order granting or denying the authority for relief requested without the hearing otherwise required. The delay and expense that would be made necessary by the holding of a public hearing in this matter are not justified. Good cause appearing therefor, such hearing will not be held.

Based upon the amended Application, the record herein and the conditions in the field it is found that:

Applicant is a "Public Authority"; railroad is a "Railroad" and the proposed roadway of which the crossing is a part is a "Highway" as defined in ORS 763.010.

Applicant proposes to establish a railroad-highway crossing at a point some 4,000 feet northeasterly from the present northeastern boundary of the city of Eugene. Railroad and highway will cross at the same level and their center lines, at Railroad Survey Station 240 + 83.71 and Highway Survey Station 366 + 57.88, will intersect at an angle of 47° 52' 45" in the northwest and southeast quadrants.

The highway in the vicinity of the crossing is aligned on a tangent course that is S. 87° 57' 50" E. and on an ascending gradient from west to east of approximately 1.17%.

When completed the highway will be 108 feet in width and divided by a 16 foot wide median strip. When

first constructed, it will provide a 24-foot wide bituminous concrete surfaced traffic lane on each side of the divider.

Applicant estimates that 5,400 vehicles will move over the crossing daily.

The single track to be crossed by the highway is on the Woodburn-Springfield Branch of Railroad and in the Brooklyn Subdivision of its Oregon Division. The track, in the center of a 60-foot wide right of way, is on a tangent section that is aligned on a compass course S. 40° 5' 5" and on a gradient that is approximately level.

Applicant alleges that the normal volume of train movements over the crossing will be one train per week.

The maximum permissible train speed in the vicinity of the crossing, as determined by Special Instructions No. 2, of Oregon Division of Railroad, is 25 miles per hour.

From a point on the roadway easterly from the crossing and 300 feet from the center of track, the view of trains approaching from the driver's right and left will be obscured by trees and brush at the side of the track until within 110 feet and 95 feet, respectively, from the center of the roadway.

When 50 feet from the center of track on the easterly side of the crossing, the train sight distances that will be afforded on the driver's right and left are, respectively, 450 feet and 200 feet from the center of the roadway.

On the westerly side of the crossing the view of oncoming trains is unobstructed through distances of 1,000 feet along the track on both sides of the highway.

Applicant proposes that the crossing be safeguarded by the installation by Southern Pacific Company of standard P.U.C. No. 4 Automatic Gates with flashing lights and gongs. Applicant agrees to bear all costs that relate to the construction of the crossing and the installation of the automatic signal protection to be provided.

Applicant proposes that Railroad, subject to reimbursement by Applicant for costs in connection therewith, construct the crossing within the track area, and acquire and install the required protective devices. Also, that after completion of the crossing, Railroad, at its own expense, will maintain the crossing and the protective devices.

Applicant alleges that the establishment of the crossing is necessary and proper for the service, accommodation and convenience of the public in that it will permit the completion of the Belt Line Road and provide needed access to U. S. Highway Interstate 5.

The establishment of the proposed crossing will also permit the abolishment of Crossing No. CC-648.05 which is located some 785 feet to the northwest. It is unsignalized and more hazardous for vehicular travel. Applicant proposes to vacate the roadway and eliminate such crossing after completion of the crossing herein proposed.

No objections are made to the establishment of the crossing, to its location, the manner of its construction or the method proposed for its protection. Because of the infrequency of train movements, the need for a grade separation of railroad track and highway is not indicated, and the additional costs for such construction is not justified. When constructed and protected as set forth above the proposed crossing will be safe, satisfactory and adequate for normal and anticipated vehicular and railroad use.

Applicant's proposals for the performance of the work to be done and the bearing of costs in connection therewith are just and reasonable under the circumstances and they are approved.

From the foregoing it is concluded that the establishment of the crossing and the abolishment of crossing No. CC-648.05 is in the public interest and that the Application should be granted. It is therefore

ORDERED that the Application of Lane County for authority to construct the crossing at grade of the tracks

and right of way of Southern Pacific Company at or near Game Farm Road in Lane County, Section 22, Township 17 S., Range 3 W., Willamette Meridian, be and the same is hereby granted under the following terms and conditions:

1. The crossing shall be constructed in a good and workmanlike manner in accordance with modern accepted engineering practices and in conformity as to location, approach grades, elevation and angle of intersection with the details as shown on the drawings submitted with the Application and above identified;

2. Lane County shall prepare plans and specifications for the construction of the crossing and installation of the protective signal devices. It shall exercise general supervision of the construction of the crossing and installation of signals and finance the cost thereof. It shall accordingly reimburse Southern Pacific Company for all expenses incurred by it in connection with crossing construction and signal installation as hereinabove provided in the findings of this Order;

3. Southern Pacific Company, subject to reimbursement as set forth above, shall construct the crossing within the track area between the ends of ties, and acquire and install at proper locations, one on each side of the crossing, one Standard No. 2 Flashing Light Signal and Gong and one Standard No. 4 Automatic Gate, such signals to be installed and operated in conformity with the requirements of Subdivision 2, Division IV of the Commissioner's Rules and Regulations;

4. After construction Southern Pacific Company shall, at its own cost and expense, maintain its track structure and that part of the

road surface lying between the ends of ties, its railroad appurtenances and the signals and protective devices;

5. After completion of the crossing, Lane County at its own expense shall maintain the approaches and the highway facilities;

6. After completion of the crossing and installation of signals as herein authorized, Lane County shall close crossing No. CC-648.05 to use and at its own expense barricade the approaches thereto. Southern Pacific Company shall, at its own expense, remove the crossing signs from such crossing when barricaded;

7. Lane County shall notify the Commissioner at such time the barricades are erected at and the crossing signs are removed from crossing No. CC-648.05; and it is further

ORDERED that the designation CC-647.90 be assigned to and maintained at the crossing authorized herein as a means of identification in the Commissioner's Catalog of Railroad Crossings in Oregon; and it is further

ORDERED that upon receipt of the notification as to the closing of crossing No. CC-648.05, as above provided, the designation "Crossing No. CC-648.05" shall be stricken from the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 23rd day of Feb, 1966.

Public Utility Commissioner

(SEAL)

RECEIVED
FEB 16 1966
COMMISSIONER

HERMAN P. MEIERJURGEN, CHAIRMAN, BEAVERTON
EDW. C. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

I-5-4(54)
.6458

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG. 1400 S. W. 5TH AVENUE
PORTLAND 97201

Routing
RECEIVED
FEB 11 1966
CONSTRUCTION
Area
Date
Herbst
Frost
Lee
Wills
Underhill
Dietz

February 9, 1966

Mr. Forest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: F. D. Morgan

Dear Mr. Cooper:

The following listed prospectuses submitted to us by your letter dated January 28, 1966 have been examined.

Joseph Street Interchange Section, North Santiam Highway, Marion County.

Game Farm Road Interchange Section, Pacific Highway, Lane County.

There are no streams involved in these plans, thus the projects are approved.

Sincerely,

Edw K Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

NOTED
F.B. KLABOE

cc: Oregon Game Commission

2-11-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
R. D. Asburry (2)
L. R. Chandler (2)

fp

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FEB 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
I-5-1(54) 197
127

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Routing

Morgan
Decker
Bond
Barbee
Walker
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

February 4, 1966

RECEIVED
FEB 7 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letters of January 28 and January 31, 1966, which enclosed prospectuses for the following projects:

Joseph Street Interchange Section, North Santiam Highway, Marion County.

Game Farm Road Interchange Section, Pacific Highway, Lane County.

Santiam River Safety Rest Area, Pacific Highway, Marion County.

There will be no conflict with wildlife resources as a result of these projects, consequently they are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC
2-7-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
R. D. Asburry (4)
L. R. Chandler (2)

fp

RECEIVED
FEB 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 3 - 1966
FOR FILING

I-5-4(21) 197
6138

1-27-66 Prefix No. 620-1989

LOCATION PROSPECTUS
GAME FARM ROAD INTERCHANGE SECTION
PACIFIC HIGHWAY
LANE COUNTY

HIGHWAY: Pacific, State Primary No. 1, Federal-aid Interstate No. 5.

TERMINI: The northerly terminus is at M.P. 105.5 which is approximately 0.1 mile north of the Game Farm Road Overcrossing. The southerly terminus is at M.P. 106.2 which is approximately 2.2 miles north of the North City Limits of Eugene.

LENGTH: The overall length of the project is 0.7 mile.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the grading, paving and construction of an interchange structure and complement off ramps to connect Belt Line Road, (FAS 860) to the Pacific Highway. Reconnaissance is not necessary. Drainage studies will be made and any problems resolved. Soils investigations will be conducted. An economic analysis is not needed at this time. This project will have no effect on the Eugene or Willamette Airports.

CHARACTERISTICS: Existing ADT on I-5 is 5,500. Projected ADT on I-5 is 14,000. Existing ADT for FAS 860 is 2,850. Projected ADT for FAS 860 is 7,100.

STANDARDS: Standards on I-5 will remain unchanged. Traffic and alignment for FAS 860 call for Class "A(4)" with maximum curvature of 3 degrees and maximum grade of 5 per cent. Deviations from State and Interstate standards are not anticipated.

TYPICAL SECTION: The typical section on I-5 will remain unchanged except for the addition of connecting ramps and collector-distribution roads. The typical section for FAS860 will consist of two 24-foot travel ways with 10-foot outside shoulders separated by a 16-foot median.

BRIDGE: The structure for FAS 860 crossing over I-5 will be designed to meet State and Interstate standards. The existing Ga me Farm Road structure will be widened.

ACCESS: Access control will be complete.

NOTED
TOM EDWARDS

BASE DESIGN: The tentative base design for construction is:

Paving	3-1/2" A.C.
Top Course Base	2 " Leveling
Bottom Course Base	6 " Coarse Crushed
Subbase Material	18-1/2" Stone Subbase
Total Depth	30 "

MATERIAL SOURCES: Investigations for material sources will be made during the survey and referenced to the project.

AGREEMENTS: An agreement with Lane County will be needed.

PARKS: None affected.

January 27, 1966
Attachment
cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
JAN 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

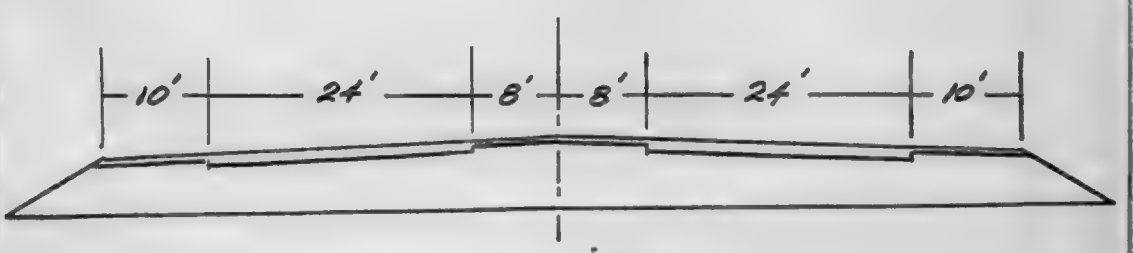
Prospectus Map

Same Farm Rd. Interch. Sec.

Pacific Highway

Lane County

1964



Typical Section

FAS 860

1

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DEC 27 1965

FORM E-30 80M 7-64 SP 6228-734

For filing
5-4(54) 197
5235

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 23, 1965

To: Memo to Files

SUBJECT: Game Farm Interchange

L

I called Gerald Attig December 22 to inquire if the county project bordering this interchange is a complete project. He advised me that it is a "grading only" job to be finished about June 15, 1966. Monies are not programmed for the surfacing, but they could be and a surfacing contract let soon after July 1 to be completed at the end of October, 1966.

We will do our best to complete an interchange structure and ramps by this date. Nevertheless, Attig will contact us prior to letting the surfacing job for an up-to-date prognosis.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan

RECEIVED
DEC 27 1965

FORM H-20 REV 7-64 SP*6229-734

FOR FILING

I-5-4(24) 197

C138

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
December 22, 1965

To: Memo to Files

SUBJECT:

A meeting was held this date between members of the State Highway Department, Lane County and the City of Eugene. Present were: Hugh McKinley, Don Allen and Edwin Cone representing the City of Eugene; Frank Elliott and Gerald Attig representing Lane County; Forrest Cooper, R. L. Porter, Tom Edwards and F. B. Klaboe representing the Highway Department.

The discussion concerned three separate projects and I shall report on them in order.

1. For several years the City and State have been negotiating a proposal to widen 6th and 7th Streets between High and Jefferson Streets. It was decided that we would go with this project in May, 1966, on a 75-25 percent cooperative basis. This project entails enough widening on 6th and 7th Streets to allow three through lanes of traffic with intermediate parking and a fourth lane for turning movements wherever possible. The State is to investigate the intermediate parking aspect of the proposal to see if it will work, and if, in our opinion, it will not work, recommend to the City that the parking be limited to one side of the street throughout its length. The City will present the State with plans for the installation of a sanitary sewer line within the confines of the project to be incorporated in the project at the City's expense. An agreement between the two bodies will be necessary.

2. The County proposes to construct a belt line freeway to intersect with I-5 near Game Farm Road. We have been negotiating with the Bureau of Public Roads for about a year to be allowed to build a higher-type interchange than the diamond already approved by the Bureau of Public Roads. Indications are now that they will approve a full cloverleaf interchange for this location. We are to push our submission

to the Bureau as rapidly as possible and hope to let a contract during the first quarter of 1966 for completion in the Fall of 1966. These dates are very desirable as the County has already let a contract to construct their facility on either side of the proposed freeway and contemplates the completion of that work late in 1966.

3. The Willamette River crossing of I-105 and its interchange with the proposed Route F project appears possible of solution utilizing the latest plan. This plan would include the State committing the construction of two future crossings of the Willamette River connecting I-5 on the north side of the river with Route F on the south. It is believed that the Bureau will pick up with I-funds the legs connecting Route F to I-5 south of the river. Mr. Edwards will take the necessary steps to have this routing included in the basic Metropolitan Transportation Plan and we will then get the earliest possible submission to the Bureau of Public Roads for formal action. It was roughly estimated that the I-5 structure and as much of the line south of the river as possible be contracted in the last half of 1966 for completion in the last half of 1967. To make the facility function, it will require the construction of temporary ramps at the southerly terminus.

The three political subdivisions present agreed that this latest plan for I-105 was very acceptable and would serve adequately.

Mr. Cooper reminded those present that Item 3 had not been cleared with the State Highway Commission and that this would have to be done prior to any construction. Also, that this was a rather large undertaking as the State would have to commit over $2 million of funds other than Interstate in addition to our large commitment already made for an extension of Route F.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
F. D. Morgan
H. S. Cox

RECEIVED
DEC 27 1965

FORM 6-30 10M 7-64 SP*6229-734

FOR FILING
I-5-4(54) 197
6938

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 22, 1965

SUBJECT:

To: MEMO TO FILE

Yamhe Farm Int.
See 2nd Page

On this date, the following people were in my office discussing highway matters in the Eugene area:

E. E. Cone, Mayor of Eugene
Hugh McKinley, City Manager of Eugene
Don Allen, City of Eugene
Jerry Attig, Lane County Road Department
Frank A. Elliott, Lane County Board of Commissioners

The State was represented by Forrest Cooper, R. L. Porter, Tom Edwards, and F. B. Klaboe.

It was agreed that the State would proceed with the 6th-7th Street widening proposal as suggested by the City. The State would do the engineering and, at the request of the City, we would incorporate in the work the laying of some sanitary sewers, which would be paid for entirely by the City.

We seemed to reach a general agreement with respect to the Willamette River crossing on I-105 and the interchange patterns at the end. We stated that we would proceed with the right-of-way acquisition and construction of the first unit of this work as soon as the necessary details could be cleared, probably during the summer of 1966.

We informed the group that we felt we were going to be able to secure approval of the Bureau of Public Roads for the Game Farm Road Interchange and, as soon as we could get such approval, we would proceed with the design and contracting of this work. I told them that our best estimate was that the interchange could be contracted about mid-Spring 1966.

Forrest Cooper
State Highway Engineer

FC:fn

cc R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
Ivan Merchant
H. S. Cox
L. R. Chandler

RECEIVED
DEC 10 1965
FOR FILING

I-5-4(54)197

6438

December 10, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Lane County has currently under construction the section of Beltline Road containing the interchange of Beltline Road with Interstate 5. The problem of the interchange design has never been settled as to the type of geometrics.

It is felt that the design plans proposed by the Bureau of Public Roads are inadequate from the standpoint of safety. We feel that the interchange at this location warrents a full interchange design if we are to prevent a bad accident experience.

We submit accident records from locations having comparable conditions that will exist at this intersection of two highways. We also submit a drawing showing possible conflicts with the different possible designs.

Based on the data shown, it is felt that it would be a mistake to build anything but the full cloverleaf type design.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc.

bc Forrest Cooper
R. L. Porter
F. B. Crandall
Victor D. Wolfe

LEG:aa jwa

FORM E-80 8OM 7-64 8P*8229-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 8, 1965

SUBJECT: Interchange Design
I-5 and Beltline Road

To:
Tom Edwards
Assistant State Highway Engineer
B u i l d i n g

The interchange at the subject location warrants a full interchange if we are to preclude bad accident experience which has been had in similar locations wherein a freeway facility has incorporated at-grade intersections.

Our most recent experience has been at the intersection of the Eugene-Springfield Highway and Mohawk Road. The Eugene-Springfield Highway conforms with freeway design standards except for this at-grade intersection. Following opening to traffic, this intersection experienced ten accidents in as many days. Another example of what happens with at-grade intersection on an otherwise freeway facility is the intersection of Cascade Highway and Lake Road, Milwaukie vicinity. An interchange was constructed at this location in May of this year prior to which time the intersection operated as an at-grade facility. During a period of some two-years and eight-months prior to construction of the interchange the at-grade intersection experienced a total of 62 accidents.

Beltline Road is being constructed to freeway design standards and judging from past accident experience of at-grade intersections on freeway facilities, any partial interchange resulting in at-grade intersections on Beltline should not be countenanced.

F. B. Crandall
Traffic Engineer

FBC:aa

Bad George
Discuss

REC'D
NOV 8 1965
STATE HIGHWAY ENGR.

FORM E-20 80M 7-64 SP°6228-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 1, 1965

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Alternate Interchange Designs
I-5 and Beltline Road
Eugene

Attached is a report of Val Johnson's evaluating three alternate interchange designs at the subject location.

I think the cogent factor in this is the fact that Beltline Road is scheduled for construction to freeway standards and with this we cannot countenance any interchange layout which calls for at-grade intersections on Beltline -- the design should be the full clover-leaf.

F. B. Crandall
Traffic Engineer

FBC:njc
attachments

Analyze 105 & Mohawk
Full Clover
- Plan attached

Return with recommendation

RECEIVED
OCT 11 1965
TRAFFIC ENGINEERING

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
October, 1965

TRAFFIC OPERATION ANALYSIS
Beltline Road Interchange
Interstate 5
Eugene

SUMMARY:

Of the three plans studied in this analysis, Plan C, a full-cloverleaf with collector-distributor roads, provides by far the greatest service and safety to the traveling public.

The other two plans would cause considerable delay to large volumes of traffic by reason of "STOP" sign and signal control. These plans would also provide traffic hazards inherent in grade intersections on high-speed, high-volume highways.

The designs analyzed in this report are:

Plan A:

A 3/4-diamond with a loop for the major movement onto I-5.

Plan B:

A 3/4-cloverleaf with grade crossings on Beltline Road for the east-to-north and south-to-west left-turn movements.

Plan C:

A full-cloverleaf complete with collector-distributor roads for the movements on and off both highways.

Plan A:

This plan provides two grade intersections on Beltline Road 860 feet apart. At the easterly intersection, the 2,000 vehicles entering the intersection would require signalization. The left-turn off Beltline Road (800 vehicles) is sufficiently low to permit two-phase signals. At the westerly intersection, only 800 vehicles enter from the off-ramp and 600 turn left off Beltline Road. The drivers of these 1,400 vehicles would experience considerable hazard and delay.

In assessing the hazards of this plan, it should be borne in mind that Beltline Road, to the west of this intersection, will have freeway characteristics and that freeway speeds and freeway driver behavior should be anticipated. The introduction of conflicting movements, even with signal control, would prove very hazardous.

Conditions at the easterly intersection could be compared with those at the westerly intersection of the Crater Lake Interchange on I-5 in Medford. The Crater Lake Highway at this point has an ADT of approximately 9,000 vehicles. The ramp volumes are comparable to those at the intersection under study. The intersection has computer controlled traffic signals. The designated speed on the Crater Lake Highway is 35 MPH. There were nine reported accidents at this intersection in 1964 with four persons injured. With a higher traffic volume and an anticipated speed of 60 to 65 MPH on Beltline Road, an accident record of twice that at the Crater Lake could be anticipated.

In summary, Plan A would cause delays and a great deal of hazard.

Plan B:

This plan differs from Plan A in that the westerly grade intersection is removed and the left-turn-movements are converted to right-turns. The easterly intersection is unchanged and subject to all of the comments made on Plan A, above.

To the extent that it eliminates one grade intersection with its attendant hazards and delays, however, it does contain considerable hazard and delay.

Plan C:

This plan would have no grade intersections and no conflicts other than merging movements. Traffic signals would not be necessary. Because all movements from highway to highway would be right turns, signing would be simplified. Optimum signing conditions would be provided by the collector-distributor roads which would provide a single exit for off traffic in each direction.

In addition to simplification of signing, the collector-distributor roads would increase safety through providing a roadway for the weaving movements between on and off the highway separated from the high-speed roadway. With only speed-change lanes, the friction inherent in these weaving movements may affect the high-speed through lanes.

Some criticism regarding the operation of collector-distributor roads has been voiced. It is believed that with proper design, a minimum of 500 feet between noses and proper signing, sign bridges at the freeway exit and ground-mounted signs at the secondary gores, no difficulties would be experienced, even with a minimum separation between the through and turning roadways.

CONCLUSION:

It is believed that the location studied must be considered an interchange between two freeways. As such, grade intersections cannot be acceptable for safe and efficient traffic operation. It is recommended that Plan C be constructed.

VPJ:jl

RECEIVED
SEP 22 1965
BPR FILING

Form CO-121
(11-63)
(Replaces Form SF-1 which is obsolete)
U.S. GOVT. PRINTING OFFICE: 1963 O-683-695

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

Const
R/W
Pac Hwy W

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 13, 1965

In reply refer to: 08-35.2-DA

T. Dec

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon [redacted]
Design of W Belt Line Road Interchange

Mr. Klaboe's letter dated August 25 requested our approval of the interchange plan for the subject interchange. Our letters to you dated June 22 and August 4 outlined our position concerning the design of this interchange.

The off-ramp for the interchange as designed will fall just over a crest vertical curve and be further obscured by the handrail on the railroad structure. The short distance between points of decision on the southbound off-ramp also concerns this office about the operating safety of the presently proposed design.

Therefore the interchange pattern suggested in our August 4 memo to you is still recommended. We do not feel that changing the design of the Belt Line road to an expressway approximately 1000' westerly of the original proposed transition will create any great hazard provided the proper left turn refuge is provided.

REFERRED TO
By Asst. State Hwy. Engr.
9-17-65

Plan Room

NOTED
F. P. KLABOE

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

copy to Yelmo
9-17-65

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 26 1965
FOR FILING

I-5-4(54)197
6738

August 25, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: FAS /850 Interchange
McKenzie River-Willamette
River Section, Pacific Highway

Dear Sir:

In your possession is the preliminary layout sheet on the subject interchange.

Your letter of August 4 suggests that we develop a diamond pattern on the westerly side of the freeway.

The main objection to our design, apparently, is the exit gore not being visible for eastbound traffic because of the vertical curve. This vertical curve has Oregon State Highway Department 70 m.p.h. sight distance which permits seeing the pavement surface for 600 feet ahead. The gore point will fall 500 feet ahead of the end of the existing railroad structure permitting the exit sign and gore striping to be quite visible.

Our design meets Interstate standards and we can see no hazard being created by it.

It is our desire to maintain a true freeway on the County Belt Line Highway west of our freeway, which will not permit the intersection of an at grade intersection. Therefore, your suggested diamond ramps on the westerly side are unacceptable and your concurrence on our aforementioned design is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. D. Morgan
Mr. L. H. Young

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-4(54)197

6938

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: August 4, 1965

In reply refer to: 08-35.2-DA

SUBJECT: Oregon I-5-4( )193
Belt Line Road Interchange

Mr. Klaboe's letter dated July 30 requested our approval of an interchange plan for the subject interchange that removed the basic operational difficulties expressed in our memorandum dated June 22. However, the means taken to remove these objectional operational difficulties has materially increased the cost of the interchange. Our letter to you dated January 13 suggested a diamond interchange pattern for the westerly side at this location with properly designed left turn refuges.

A diamond pattern would properly handle the traffic volumes forecast for this location and the left turning traffic should cause no operational difficulties. The diamond pattern would also eliminate the operational objections expressed in our June 22 memorandum. Therefore this office will approve an interchange plan that incorporates a diamond pattern on the westerly side of I-5 and retains the presently proposed pattern on the easterly side. This type of interchange should result in a material savings of Interstate funds over the presently proposed design.

RECEIVED
AUG 5 1965
RIGHT OF WAY

CONSTRUCTION DIVISION
RECEIVED
AUG 10 1965

REFERRED TO
A. Olson
Asst. Const. Engr.
NOTED
A. D. OLSON

REFERRED TO
Morgan & Young
By Asst. State Hwy. Engr.
8-9-65

RECEIVED
AUG 6 1965
OFFICE OF
STATE HIGHWAY ENGINEER

M- Please study and advise me.

7
NOTED

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

In the office

RECEIVED
JUL 21 1965
FOR FILING
I-5-4(34) 192
6938

Salem, Oregon 97310
July 21, 1965

Mr. F. D. Morgan
Construction Engineer
BUILDING

Game Farm Road Interchange
Interstate 5
Lane County

Mr. Porter has requested that we reactivate the matter of adding this interchange to the existing Interstate Highway System.

I have been informed by Mr. Barbee that the Bureau of Public Roads has stated that they would approve a diamond-type interchange but that they would not approve the 3/4 clover leaf setup proposed by the State and the County. Apparently, their biggest objection to our proposal was the lack of sight distance preceding the southbound off-ramp to the west.

Please restudy the entire interchange to see if there is some way that we can preserve the free-flowing patterns and still get BPR approval. It may be possible to pull the southbound off-ramp to the west northerly and add a lane to the railroad over-crossing structure so that the sight distance objection would be overcome.

At any rate, make it an early order of business to work up a new transmittal with as much new information as you can acquire to the Bureau of Public Roads.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

I-5-4(54)197

KLABOE

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6938

DATE: June 22, 1965

In reply refer to:

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-4(-)193
Belt Line Road Interchange

Mr. Shaw's letter dated March 11 requests our approval of the interchange plan for the intersection of Interstate 5 and the Belt Line freeway at Eugene. Our memorandum of January 13 made comments concerning the proposed design. There are several features of the present design that have proven in past operations to cause trouble to the motorist.

One of these is created by the basic position of the interchange. The southbound off-ramp from Interstate 5 diverges just off a railroad underpass structure which is located on a crest vertical curve. This situation has been observed by persons in this office and the distance ahead of the divergent point that a person could see the ramp leaving the freeway is very short. It is obstructed by the handrail on the railroad underpass structure.

The second feature that creates bad operating problems, and is part of the trouble experienced at Q Street, is the short distance between the points of decision on the southbound off-ramp. The present design indicates that successive choices of routes that a motorist must make are approximately 300 feet apart. We should point out that the Q Street design provides approximately 700 feet between choices.

It is our recommendation that the Belt Line road be shifted southerly in order to correct the above conditions.

RECEIVED
JUN 23 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 12 1965
FOR FILING
I-5-4(54)197
6938

March 11, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Belt Line Road Interchange
McKenzie River-Willamette
River Section
Pacific Highway

Dear Sir:

Your memorandum of January 13 approved the subject interchange for construction with Interstate funds with some reservation. You have requested justification of the loops and C-D road on the west side of the highway.

Our Design Section made estimates of various alternates to that presented to you with the result that the suggested plan, with the at-grade diamond-type ramps on the west, would cost some $200,000 less than the original presentation. All other alternates were more elaborate and costly. The original plan submitted cannot be justified either from a cost or traffic volume standpoint. It is our contention, however, that the loops and C-D road should remain for continuity of design and safety.

Lane County is constructing its Belt Line to full freeway standards west of Interstate 5. It seems quite illogical, then, to place an at-grade crossing on such a freeway just prior to its connection to the Interstate freeway. Logically, the County freeway should continue to the Interstate freeway, at which point major traffic moves are made without being confronted by an at-grade intersection. East of Interstate 5 the County does not plan a freeway, and a grade crossing is quite permissible.

It is also felt that the C-D road is a necessary design feature to prevent interference with main highway traffic during the multiple off and on moves. We have experienced difficulty with our "Q" Street Interchange because of this matter; it is believed to be a signing rather than a geometric problem. The C-D road is a definite safety feature which is considered a "must" with such a plan.

On the basis of the previous comments, we respectfully request you approve our plan as submitted.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Attachment

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

DNS:jp: ajv

Form CD-121 (11-63) (Prel. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street N.E.
Salem, Oregon 97301

TO : Mr. Forrest Cooper
State Highway Engineer
Salem, Oregon

DATE: January 13, 1965

In reply refer to: 08-35.2-DA

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

CONSTRUCTION DIVISION
RECL...
JAN 19 1965

SUBJECT: Oregon I-5-4(--)193
McKenzie River-Willamette River Section
Belt Line Road Interchange

Mr. Morgan's letter dated February 24 submitted a proposal to this office for approval of an interchange on Interstate 5 at its intersection with the proposed Lane County Belt Line road. Subsequent exchanges of correspondence and the furnishings of additional supporting data by the State have now resulted in a favorable decision concerning this interchange.

The need for and desirability of interchange between I-5 and the planned county belt line road was recognized and approved for inclusion in initial plans of the interstate highway. The change in plans of the railroad to abandon its spur line necessitated the selection of a new location for the Belt Route in the area of its crossing of I-5. Since the right-of-way for this interchange was acquired with FAI financing, the acquisition of any additional right-of-way required for the interchange at its new location must be financed with other than Federal-aid Interstate funds; however, the interchange construction may be financed with Federal-aid Interstate funds.

Before final approval of the detail design is given, justification for the loops and C-D road arrangement on the west side of the interchange should be presented. The planned lower standard on the Belt road east of the Interstate including an at-grade intersection at the easterly ramp terminals and the predominate traffic movements suggest that an at-grade intersection design on the west may be adequate.

REFERRED TO
Asst. Const. Engr.

Morgan
Young

OFFICE OF
STATE ... ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 20 1964
FOR FILING

I-5-4(54) 197

6975

November 19, 1964

Mr. Gerald E. Attig
Public Works Director
Lane County Courthouse
Eugene, Oregon

Dear Mr. Attig:

Attached are three copies of a plan showing proposed channelization at the intersection of the Junction City-Eugene Highway and Belt Line Road north of Eugene. It is understood that Lane County will do all of the necessary pavement widening and that the State Highway Department will paint the traffic lines and install the signals.

As a part of the treatment at this intersection, we will proceed with the installation of traffic signals in the near future.

Your cooperation in this matter is appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler
R. W. Bothman

VPJ:pk jw

RECEIVED
OCT 6 - 1964
FOR FILING
I-5-4(54)197
0734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 2, 1964

To: MEMO TO FILE

SUBJECT: Intersection
New Beltline Road &
River Road
Jct. City-Eugene Hwy.

On Wednesday, September 30, the writer met with Jerry Attig, Director Lane County Public Works Department, concerning coordination of work at the intersection of the new Beltline Road and River Road (Junction City Hwy.). The meeting concerned assignment of work responsibilities for different items such that the intersection could be opened in the near future and operate successfully.

Past correspondence from Mr. Edwards has indicated, generally, the responsibility of the County and the State. In detail, at this particular location, the following plan was agreed upon:

1. The County will perform any necessary widening parallel to River Road that is required for the left-turn channelization.

   The County will also lay out the left-turn channelization and the State will install the painted islands.

   The State will also perform any lane line revision necessary on each approach on River Road.

2. Lane County will widen a short section on the southerly side of the intersection parallel to River Road such that an additional lane may be obtained on River Road. This lane will be used for traffic making the right turn from south to east.

3. The widening for the additional lane mentioned in Item #2 will require a relocation of a signal pole at Silver Lane. The State will perform this work via State Forces at State expense.

4. The three-phase, full-actuated traffic signal previously included in the future contract will be removed from the contract and installed by State Force. The estimated cost of this signal is $10,000.

The above items have been discussed with and approved by Mr. Edwards and by a copy of this memo it is requested that Mr. Bothman proceed with the necessary action to install the three-phase signal at the earliest possible time.

Mr. Attig's office will transmit to this office a correct intersection plan within the next few days that can be used for both the traffic signal and the lane line revisions.

LEG:njc
cc: Tom Edwards
L. R. Chandler
R. N. Bothman

L. E. George
Assistant Traffic Engineer

RECEIVED
SEP 22 1964

FOR FILING
I-5-4(54) 197
C-Y-24

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 21, 1964

SUBJECT: Belt Line Interchange
Pacific Highway West
Lane County

To: MEMO TO THE FILE

Copy

Mr. Olson's letter of July 21 refers to a discussion with Commissioner Nielson, Lane County, in the course of which the Commissioner proposed that we consider purchasing additional right of way to accommodate a full interchange at the intersection of Belt Line Road and 99W.

The financial aspect of an interchange at this point has been worked up and was transmitted to this office by Mr. Olson with a cover letter dated September 11. Costs indicated are, for construction (other than structure) $481,000, cost of structure $298,000, and cost of right of way $118,000.

The traffic analysis based on 1983 anticipated volumes indicated an at-grade intersection would carry traffic at that time. For this reason, we should consider any improvement in this area a County problem and not plan to construct an interchange in the foreseeable future.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

cc Forrest Cooper
R. L. Porter
D. J. Barbee

FORM E-30 50M 12-63 54676

I-5 11 (54) 197

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

SUBJECT: Belt Line Interchange
Pacific Highway West
Lane County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

By letter of July 21, copy attached, I brought to your attention a verbal request by Commissioner Nielson of Lane County that we pick up the necessary right of way for subject interchange, and build it at this time.

Attached is a reconnaissance estimate of approximately $900,000 for the full interchange including right of way. The only salvage assumed in the County's work was the right of way for their original at-grade proposal.

As stated in my original letter, our best traffic information indicates that the at-grade intersection would operate with 1983 traffic.

Please advise your desires.

F D. Morgan
Construction Engineer

By A. D. Olson
A. D. Olson
Urban Engineer

ADO:jp
Enclo.

FORM E-30 80M 12-63 84676

E-4 (54) 197

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 11, 1964

SUBJECT: Belt Line Interchange
Pacific Highway West
Lane County

To:

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

By letter of July 21, copy attached, I brought to your attention a verbal request by Commissioner Nielson of Lane County that we pick up the necessary right of way for subject interchange, and build it at this time.

Attached is a reconnaissance estimate of approximately $900,000 for the full interchange including right of way. The only salvage assumed in the County's work was the right of way for their original at-grade proposal.

As stated in my original letter, our best traffic information indicates that the at-grade intersection would operate with 1983 traffic.

Please advise your desires.

F D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Enclo.

RECEIVED
AUG 27 1964
FOR FILING

I-5-4(54) 197
6738

Salem, Oregon
August 26, 1964

Game Farm Road
Your Request "Explain"

Mr. Forrest Cooper
State Highway Engineer

Lane County requested a revision of previous planning at Game Farm Road Interchange on Interstate 5. The County's plan involved construction of Belt Line Road crossing Interstate 5 slightly south of the original Game Farm Road Interchange location.

The Bureau of Public Roads tentatively concurred in the westerly half of the interchange since the County had construction, or plans indicating an arterial development on Belt Line from that side. The Bureau objected to indicating any concurrence with the east side until it was presented with evidence that the County would have arterial streets adequate in capacity to warrant the interchange development in the two easterly quadrants. The August 21 submittal of maps by Attig is for our use in contacting the Bureau to explain the road system between Game Farm and the City of Springfield.

At one time, it was planned to have a one-way couplet, one-half on each side of the Southern Pacific Brownsville Branch tract. This cannot be realized due to rapid buildup of the area from Belt Line Road to Hayden Road. This is now solidly built to residential units which, Mr. Attig says, are in the $20,000 plus class. For this reason, other streets will be developed to carry the traffic from Belt Line to Hayden Road. The Urban Design Section is now in the process of making the presentation to the Bureau.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw

Salem, Oregon
August 25, 1964

Game Farm Road Interchange
Interstate 5 - Lane County

Mr. F. D. Morgan
Construction Engineer

Attention: D. J. Barbee

The attached maps were delivered to this office August 21 by G. K. Attig, Director of Public Works, Lane County. They are for our use in establishing justification for the subject interchange and in general are to indicate the major street system, both existing and planned, from that point to Springfield.

The north-south street location shown as "right of way to be acquired" will be developed under a County procedure which forces dedication of streets and access control in locations designated by the County. This will take place during development of the area as a subdivision. This area is one of the very few undeveloped tracts of any great size remaining south of Belt Line Road and its subdivision is considered imminent.

The arterial system is not as well integrated as had been hoped. The rapid development of tracts adjacent to the Brownsville Branch of the Southern Pacific Company railroad between Belt Line Road and Hayden Road has made impractical the extension of the couplet which was originally planned from Game Farm Road to "Q" Street. The routing of arterial traffic will probably have to be via the proposed interchange at Game Farm, east on the present four-lane section of Belt Line to the as yet unestablished north-south road previously mentioned, or to the 22-foot existing road east of the Southern Pacific tracks; thence south to Hayden Road; thence east to the existing 24-foot Laura Road or to the couplet which will be located on either side of the Brownsville Branch tracks.

Although there is not a clean-cut arterial roadway either in existence or planned, there are several alternate routes planned or now in use which are capable of handling traffic in sufficient volume to justify the complete interchange at Game Farm.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
Attachments

LANE COUNTY
DEPARTMENT OF PUBLIC WORKS
HIGHWAY DIVISION
1820 ROOSEVELT BLVD. P.O. BOX 3156
TELEPHONE 343-1671
EUGENE, OREGON

August 21, 1964

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon

RE: GAME FARM ROAD

Dear Sir:

I am handing you herewith six copies of a map of the Eugene Springfield Metropolitan area on which is marked the current status of various road projects and proposals under the jurisdiction of Lane County.

By letter dated May 22, 1964, from Mr. A. W. Parson, Division Engineer, U. S. Bureau of Public Roads to you, the Bureau of Public Roads requested a firm commitment from the County for the concurrent or prior construction of the extension of FAS Route 860 to tie in to the 2nd & 3rd Street couplet in Springfield. As you realize the extension of the 2nd & 3rd Street couplet in Springfield northwesterly to a junction with the proposed Belt Line Extension was predicated on the abandonment of the Brownsville Branch of the Southern Pacific Railroad. The railroad has since made a firm decision to retain this branch railroad as part of the overall operation. This decision by the railroad makes it virtually impossible from the standpoint of the County to extend the 2nd & 3rd Street couplet.

This route would be extended through a rather highly developed residential area and from the right of way standpoint the proposal is questionable at this time. As you will note from the enclosed maps a system of arterial roads is proposed to replace the 2nd & 3rd Street couplet.

This system of roadways on the easterly side of the Inter=state Freeway are in various stages of development and should be a more than adequate replacement for the extension of 2nd & 3rd Street couplet. This system of arterial streets provides service to a large residential area.

To the north of Springfield this area is developing quite rapidly .

Explain - Explain

copy To Morgan
8-25-64

A large number of subdivisions are being developed and several more major developments are being proposed at this time.

I wish to take this opportunity to thank you for your cooperation in this matter.

Very truly yours,

G. K. Attig
Director of Public Works

GKA/lw

RECEIVED
AUG 21 1964
OFFICE OF
STATE HIGHWAY ENGINEER

I.2 11(34)177

6938

Salem, Oregon
July 21, 1964

Intersection of Belt Line Road & Hwy 99
Belt Line Road-Prairie Road Section
Pacific Highway West - Lane County

Mr. Lloyd P. Shaw
Assistant State Highway Engineer
Building

During a recent discussion with Commissioner Nielson of Lane County, he proposed that we seriously consider purchasing the necessary additional right of way for a full interchange at the intersection of their Belt Line Road and 99W and build the interchange at this time.

He believes that the traffic will be more than presently anticipated, that an interchange will be needed in the near future, and that right of way values will skyrocket if an at-grade channelization is built initially. He requested that I pass this information on with the thought that the right of way should be tied up at this time even if the interchange is not presently constructed.

The traffic figures for any of the proposed facilities in the Eugene-Springfield area vary greatly from one expert to the next, but our best information indicates that the at-grade channelization would operate with 1983 traffic. A copy of the anticipated traffic count is attached.

No estimate has been made of the cost of the interchange or right of way.

F.D. Morgan
Construction Engineer

By A.D. Olson
A.D. Olson
Urban Engineer

ADO:jp
Attach

CO PRE

Form E-40, 3004—8-80

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Construction Estimate
Belt Line Rd. & Hwy 99W Interchange
Lane County

Item			Unit	Net	Allowance	Total	Unit Price	Amount
1. Clearing & Grubbing			Lump Sum					$3,000
2. Embankment in Place			Cu. Yd.	341,700	85,425	427,125	$0.50	213,563
3. Drainage Exc.			Cu. Yd.	68	7	75	3.00	225
4. 18" Pipe			Lin. Ft.	520	52	572	4.25	2,431
5. Coarse Cr. Mat'l in Base			Ton	46,044	4,604	50,648	1.75	88,634
6. 3/4"-0 Mat'l in Base			Ton	5,052	505	5,557	2.00	11,114
7. Sprinkling			M-Gal.	1,363	136	1,499	2.00	2,998
8. 3/4"-0 Mat'l in Binder			Cu. Yd.	311	31	342	5.00	1,710
9. Asphalt in Binder			Ton	50	5	55	50.00	2,750
10. A.C. Mix			Ton	7,752	775	8,527	4.00	34,108
11. Asphalt in Mix			Ton	426	43	469	33.00	15,477
12. Metal Guard Rail			Lin. Ft.	3,800	380	4,180	2.50	10,450
13. Metal Median Barrier			Lin. Ft.	3,500	350	3,850	3.75	14,437
								$400,897
				+20% Engr. and Cont.				80,103
								$481,000
				Structure				298,000
				R/W				118,000
						TOTAL		$897,000

RECEIVED
JUN 12 1964
FOR FILING

I-5-4(54) 197
C & S

June 11, 1964

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N. E.
Salem, Oregon

Re: FAS 660 - Game Farm Road
Interchange
McKenzie River-Willamette
River Section
Pacific Highway - Lane County
08-35.2-BA

Dear Sir:

As requested in your letter of May 22, further data has been gathered on the subject interchange.

(1) We are advised by the Traffic Engineer that we do not anticipate having traffic data available from the Eugene-Springfield Area Transportation Study until some time after January 1, 1966. He further states that upon review of the traffic data previously submitted, he believes this reflects the most accurate estimate available. Copies of this are enclosed.

(2) A copy of your letter has been forwarded to Lane County for its commitment on construction of an extension easterly. This will be relayed to you when we get it. In the meantime, we might comment that we are advised Lane County proposes to let a contract in July to grade Belt Line Road on both sides of the interchange--it will soon have a complete facility from old Highway 99 to the freeway and from the freeway to relocated Game Farm Road on the east. Then the County proposes to improve several sections of existing road east of the interchange and has promised to send a photograph showing the grading on each side of the interchange as soon as it gets a good start.

(3) Following is an estimate of the cost of the subject interchange from Station 83+50 to Station 114+50 on the new highway:

Grading	$304,700
Paving	264,400
Structure	288,600
Lighting	19,000
Signing	75,000
Subtotal	$951,700
Right of Way	58,500
Total	$1,010,200

A review of the files on the original interchange area shows that we purchased $19,500 in right of way for future construction. We will need approximately $900 worth of this area on the new plan, which leaves a total of $18,600 to be credited back to Interstate funds. (There was no construction done toward the future interchange--the relocation of Game Farm Road to its present position would have been the cheapest alternate even if an interchange had not been proposed.)

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Lloyd P. Shaw
Assistant State Highway Engineer

Enclosures

cc Forrest Cooper
R. L. Porter
F. D. Morgan
L. H. Young
G. H. Maison

ADO:jp: ajw

FORM E-30 50M 7-60 29395

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 3, 1964

SUBJECT: FAS #860 Interchange
McKenzie River-Willamette River
Lane County

To:

F. D. Morgan
Construction Engineer
B U I L D I N G

In your letter of June 2, 1964, you requested information concerning the traffic volumes on the above subject interchange when viewed from the standpoint of the Eugene-Springfield Area Transportation Study. This is to inform you that we do not anticipate obtaining the 1985 traffic data for this study until sometime after January 1, 1966. Upon reviewing the traffic volume data which was transmitted to you previously we believe it reflects the most accurate estimate available. There is attached a copy of this estimate which I believe was submitted to you previously in January of 1964.

F. B. Crandall
Traffic Engineer

RLSc:aa
Attachment
cc: Tom Edwards

NOTED
LLOYD P. SHAW

CONSTRUCTION DIVISION
RECEIVED
JUN 4 1964
NOTED: CE ACE AGE COR

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE _____ CITY OF _____

DAY OF WEEK _____ INTERSECTION OF _____

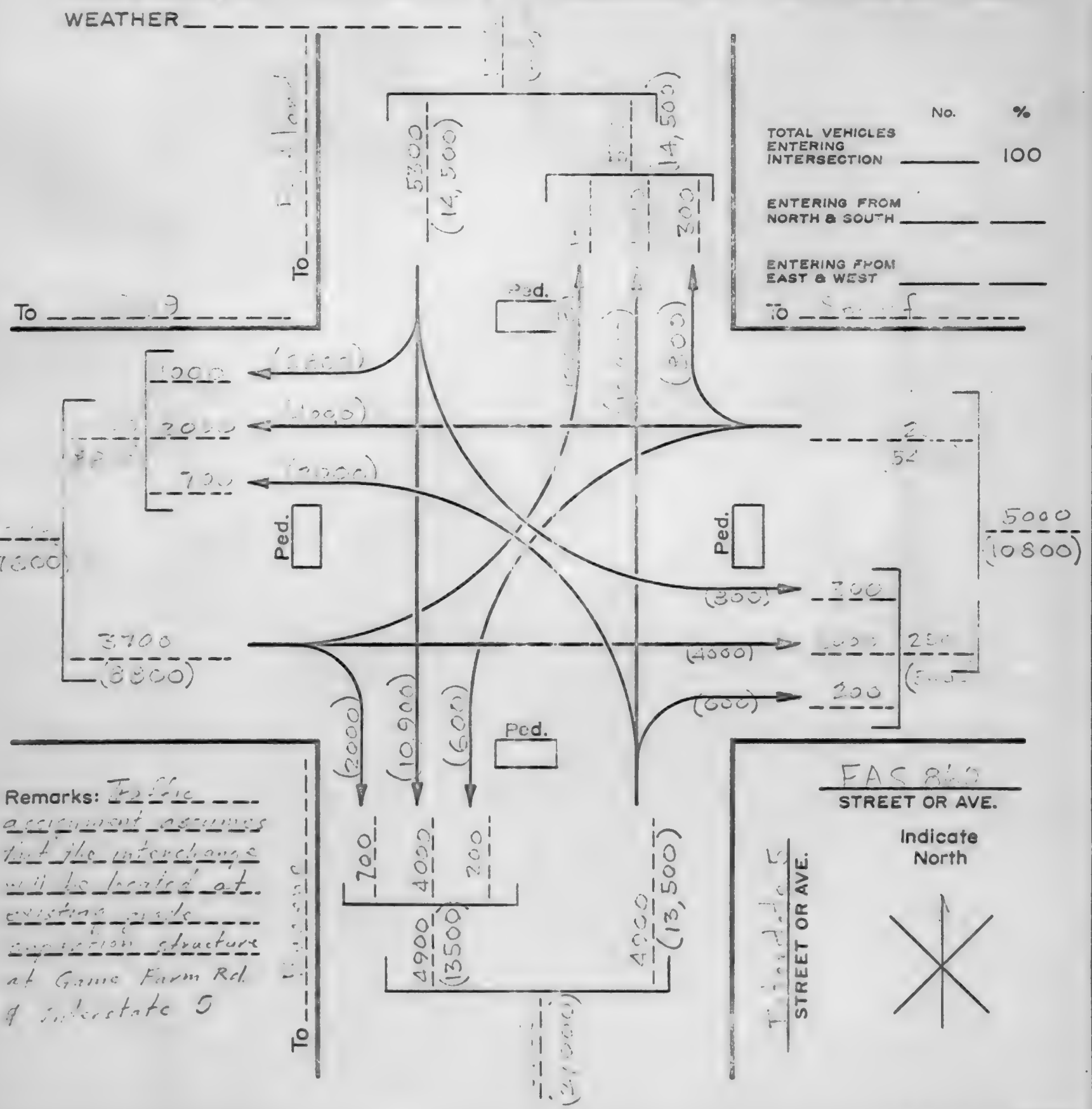
ACTUAL COUNT (VEH.) _____ HRS. AND _____

HOURS COUNTED _____ STATION NO. _____

PEDESTRIAN COUNT _____ HRS. CODE NO. _____

HOURS COUNTED _____ CLASSIFICATION _____

WEATHER _____



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

Remarks: Traffic accident assumes that the interchange will be located at existing grade separation structure at Game Farm Rd. & Interstate 5

12-55

1-24-66

RECEIVED
JUN 1 - 1964
FOR FILING

I-5-4(54)197

477 Cottage St. N.E.
Salem, Oregon 97301

Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

May 22, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
Salem, Oregon

08-35.2-DA

Oregon I-5-4(-)193
Game Farm Road Interchange

Mr. Morgan's letter dated February 24 requested our concurrence in a revised interchange plan, and location for the intersection of Interstate Route 5 and F.A.S. 860 north of Eugene. Since this interchange is proposed to connect with a completed portion of Interstate it must be forwarded to our Washington office for the Administrator's approval.

The justification data submitted with your request was not sufficient to provide a good basis for evaluating your request. It is suggested that the following data be submitted before this request is forwarded for the Administrator's approval.

(1) Traffic Data should reflect the information now being obtained in the comprehensive transportation study. The whole system should be considered when arriving at the traffic figures for the design years.

(2) A firm commitment should be obtained from the county for the concurrent or prior construction of the extension of the FAS route 860 to tie into the 2nd & 3rd St. couplet in Springfield.

(3) A reasonably accurate estimate of cost to construct the interchange should be provided. It should contain an explanation of how you intend to reimburse or credit the Interstate funds already expended to provide for a connection that will not be used.

For the purpose of the 1965 Cost Estimate the previously considered location and design for this interchange should be used.

RECEIVED
JUN 25 1964
OFFICE OF
STATE HIGHWAY ENGINEER

original To Barbee
cc Young
5-29-64

NOTED
LLOYD P. SHAW

3-25-64

REFERRED TO
Tom Edwards.
By Construction Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet _____ of _____ Sheets

Section Enid Station Road - Prairie Road Unit Belt Line Rd. - Prairie Rd.
Highway Pacific Highway West County Lane Prefix _____
Length 1.09 Designer _____ Draftsman _____ Date 25 Mar 64
Signed _____ Title _____

4-12' lanes, 16' median.

Grading & Drainage	$ 36,747 ✓
Surfacing	$ 108,062 ✓
Extra Work	

Flagging	$ 1500
Signing	1500

Total Extra Work	$ 3000 ✓
TOTAL	$ 147,809 ✓
+ 20% Engineering and Contingencies	$ 29,562 ✓
Structures	

	$

Total Structures	$
Right of Way	$
Total Estimated Cost	$ 177,371 ✓

NOTED
JOH EDWARDS

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet ____ of ____ Sheets

Section Enid Sta. Rd - Prairie Rd. Unit Belt Line Rd. - Prairie Rd.
Highway Pacific Hwy West County Lane Prefix
Length 1.09 Designer Draftsman Date 25 Mar 64

6:1 Slopes, Surf & Ditch

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
Clearing & Grubbing	All					4"1000
Drainage Exc	Cu.Yd.	50	5	55	3 50	193 ✓
Emb. in Place	Cu.Yd.	16,600	1660	18,260	1 25	22,825 ✓
Finishing Roadbed & Slopes	Mi.	1.09	—	1.09	1000 00	1090 ✓
18" Culvert Pipe	Lin.Ft.	150	15	165	4 75	784 ✓
24" " "	" "	45	5	50	6 00	300 ✓
36" " "	" "	725	75	800	11 00	8800 ✓
36" End Section	Each	12	1	13	135 00	1755 ✓
Driveways & Road Appr.	"	21	2	23	35 00	805 ✓
Guide Posts, Type W-1	"	45	5	50	7 00	350 ✓
" " " Y-1	"	50	5	55	7 25	399 ✓
Preparation of old roadbed	Mi.	1.09	—	1.09	400 00	436 ✓
Bottom Course Base	Cu.Yd.	16,900	1690	18,590	2 50	46,475 ✓
Top Course Base	Cu.Yd.	2650	265	2915	4 00	11,660 ✓
Sprinkling	M-Gal.	490	50	540	3 00	1620 ✓
Aggregate in Binder	Cu.Yd.	185	15	200	5 00	1000 ✓
Asphalt in Binder	Ton	30	3	33	52 00	1716 ✓
Asphaltic Concrete Mix	Ton	6750	675	7425	4 00	29,700 ✓
Asphalt in A.C.	Ton	372	38	410	33 00	13,530 ✓
Asphalt in Tack Coat	Ton	6	1	7	53 00	371 ✓

Total 144,809 ✓

RECEIVED
MAR 24 1964
FOR FILING

I-5-4(54) 197
6438

Salem, Oregon
March 23, 1964

Proposed Channelization
Belt Line Road at Junction City-
Eugene Highway and Pacific Highway West

MEMO TO THE FILE

I have discussed the matter of the proposed channelization with Lane County Public Works Director G. K. Attig. I will recommend to the Commission the following basis of participation:

1. The County will do all the grading and surfacing on the River Road Intersection.

2. The State will do the necessary grading and surfacing on the 99W Intersection.

3. The State will contract the signals, with the County participating in 50 per cent of the cost at both River Road and on the 99W Intersections if a signal is necessary.

4. In the contract for signals, the County wishes to add an additional signal at its own expense.

Tom Edwards
Assistant State Highway Engineer

TE:jw

cc: Forrest Cooper
R. L. Porter
F. B. Crandall
F. D. Morgan
E. S. Hunter

FORM E-20 50M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 4, 1964

To: F. B. Crandall
Traffic Engineer
O F F I C E

SUBJECT: Proposed Channelization
Belt Line Road at Junction City-
Eugene Highway & Pacific Hwy. West
North of Eugene

As instructed, I did on Tuesday, March 3, attend a meeting in Jerry Attig's office in Eugene on the above subject. Also present were L. R. Chandler, Division III Engineer; Cy Cox, County-City Engineer; Ellis Jones, Resident Bridge Engineer; D. J. Sage, District Maintenance Superintendent; and Glen Clark, Division III Traffic Engineer.

I explained the proposed operation of the traffic signals at the Pacific Highway West intersection where it will be necessary that the signals be inter-tied with the railroad grade crossing signals. I also explained the change in channelization at this intersection to provide an interior acceleration lane for the east to south movement. In regard to the Junction City-Eugene Highway intersection, I explained the need for two lane approaches on the Belt Line Road. Mr. Attig said that he had also considered this same thing and would provide a four lane section in the immediate vicinity of the intersection.

During the discussion it developed that Mr. Attig had had discussions with Mr. Edwards in regard to the channelization, the allocation of costs between the County and State and also in regard to possible four-lane construction on the Pacific Highway West between Belt Line Road and Prairie Road. It was understood that the State would care for the cost of the channelization and that the County would pay for the signal installations. The matter of four-lane construction would be dependent upon the availability of funds.

There was no one present from the Construction Division and the matter of cost allocation and final design was left up in the air. Attention is drawn to the fact that the Pacific Highway West channelization is predicated upon widening of the highway on both sides. If the four-lane section is extended, it would be necessary that all the widening be on the westerly side of the highway. This will change the details of the attached plan but not its operation.

NOTED
L. E. CHANDLER

It is believed that the matter of the final design of the Pacific Highway West intersection and the four laning of the Pacific Highway West should be determined so that Cox can proceed with the preparation of an agreement. I told Mr. Attig that it would probably be possible that we could prepare plans for a signal which the county proposes to install at the intersection of Belt Line and Prairie Roads and bill them for the cost.

There is attached the downstairs file on this subject. It should be returned.

Val Johnson
Traffic Control Engineer

VPJ:sm
Attachment

RECEIVED
FEB 27 1964
FOR FILING

I-5-4(54)193

6254

477 Cottage Street, N.E.
Salem, Oregon - 97301

Mr. Forrest Cooper, State Highway Engr.
Salem, Oregon

February 25, 1964

Original signed by
A. W. Parsons
Div. Engineer

A. W. Parsons, Division Engineer
08-35-EC Salem, Oregon

Oregon Projects I-5-4(2)193 and I-5-4(25)193
Game Farm Road Interchange

Your May 7, 1959 letter furnished justification for purchase of additional right-of-way to provide for construction of the Game Farm Road interchange when the so-called peripheral route was constructed by Lane County. Stage construction of the interchange and preliminary layout was approved on September 4, 1959 as a part of the initial Interstate construction project thus eliminating the necessity for subsequent approval by the Federal Highway Administrator under provisions of Section 111 of Title 23, U.S.C.

During a January 22, 1964 conference in your office with the Lane County Board of Commissioners, a proposal was made to discard the stage-constructed interchange plan for a higher-type interchange design just to the south of the original location.

The new interchange plan requires the approval of the Administrator as a new point of access to a completed section of Interstate. Consequently three copies of a full presentation of all engineering and other pertinent facts bearing on the revised planning will be necessary. Of major importance is the suitability of the revised interchange considering the effect on the Interstate freeway, cost in comparison to the original plan, as well as traffic volumes, character of the connecting road and integration with the existing and planned highway network preferably as developed for the recently initiated Eugene-Springfield Area Transportation Study.

If favorable action by the Administrator is obtained, the extent, if any, of FAI participation in the costs of this future interchange will be determined. Since it does not appear that sufficient justification can be developed in the near future for such action, the 1965 Interstate Estimate should include only the cost for the initial interchange plan.

Original To Morgan
cc Young
Wright
Rowland
2-27-64

NOTED
LLOYD P. SHAW

RECEIVED
DEC 2
DIST. 2
Salem, Oregon

RECEIVED
FEB 25 1964

FORM E-30 50M 5-62 43908

FOR FILING

I-5-4(54) 197

693

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 6, 1964

To: Tom Edwards
Ass't. Highway Engineer
B U I L D I N G

SUBJECT: Proposed Channelization
Belt Line Road at Junction City-Eugene Highway & Pacific Hwy. West
North of Eugene

There is attached a report from the Division recommending left-turn channelization and signalization at the intersections of the Belt Line Lane County Road with the Junction City-Eugene Highway and the Pacific Highway West in Lane County.

Insofar as the Junction City-Eugene Highway intersection is concerned, the left turn storage lanes are somewhat short but this is forced by the proximity of the Silver Lane intersection on the south. Generally, the design appears to be satisfactory except that it is recommended that sufficient width be provided on the Belt Line Road for a two-lane approach to the intersection. With the 10,000 average daily traffic on the highway and 7,000 on the County road, we should do every thing we can to increase capacity at the intersection. By providing the two-lane approaches on the County road, we can cut down on the signal time required for County road movements.

In regard to the Pacific Highway West intersection, there is attached a plan showing an alternate channelization scheme. This alternate scheme provides for an interior left turn lane from Belt Line Road onto the highway and thus is will not be necessary to stop US99 traffic. With relatively high speeds, we can increase safety by stopping a minimum of traffic.

One other point that might be mentioned in regard to Pacific Highway West intersection is that this intersection is approximately 3,000 feet north of the end of the four lane section north of Prairie Road. It would be very desirable to widen US99 through this short section; if it is not a bottleneck will develop.

If the proposed plans meet with your approval, we will arrange to discuss them with the Division -- which will in turn discuss them with Lane County. You will note that the County is to pay for all construction and for 50% of the signalization costs. The total estimated cost is $32,000.

Copy to Traffic 2-24-64

Signal

L. E. George
Ass't. Traffic Engineer

APPROVED
ASST. STATE HWY. ENGR.

VPJ:sm
Attachments

RECEIVED
FEB 6 - 1964
FOR FILING
I-5-4 (54) 197
6938

February 5, 1964

Mr. C. K. Attig
Director of Public Works
Lane County Courthouse
Eugene, Oregon

Dear Mr. Attig:

In the course of recent contact with you by Joe Gately of our Traffic Division, you asked for revised projection of traffic that would utilize an interchange at Game Farm Road and Interstate 5 north of Eugene.

An estimate was initially made in 1958 with 1975 ADT projection of 3,200 on FAS 860. When this 1958 estimated projection was made, we had no knowledge of the development that appears to be materializing in this area. In light of anticipated development as will grow out of construction of the beltline road between Springfield and U99, an upward revision and projection of traffic appears in order.

In this direction, therefore, I submit herewith two prints of intersectional form sheet whereon are indicated the estimated traffic at a Game Farm Road interchange. Two projections are indicated, one for 1966 and one for 1986.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
F. B. Crandall

FBC:njc jw

FORM E-20X—GOM—10-62 40023

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 24, 1964

SUBJECT: Traffic Assignments
Lane County

To:

F. B. Crandall
Traffic Engineer
O f f i c e

At your request, Mr. Joe Gately has contacted Gerry Attig regarding traffic assignments in Lane County. Mr. Attig is interested in a revised estimate of traffic that would utilize an interchange at Game Farm Road and Interstate 5 north of Eugene.

An assignment of traffic to an interchange at this location was made in 1958. The interchange was not allowed when Interstate 5 was constructed and opened to traffic in 1960. However, a grade separation was provided over Game Farm Road and the Southern Pacific Railroad tracks. The structure was designed to accommodate two lanes of traffic on Game Farm Road which eventually is to become the proposed peripheral route of FAS 860.

Part of route FAS 860 has been completed from River Road (Junction City - Eugene Highway) to Coburg Road, and according to traffic counts made in December of 1963 by Lane County is carrying 6,000 ADT. In 1958 we estimated the 1975 ADT to be 3,200. When the estimate was made in 1958, we had no knowledge of the development that is materializing in this area.

Attached are four copies of a traffic assignment which is still crystal ball gazing. These figures assume that further development will occur by 1966, especially the Southern Pacific Rail road enterprise which is supposed to employ 5,000. Other generators are also planned for the area such as home development, manufacturing plants, oil companies, etc.

Other services to be rendered by this Belt Line Route are listed as follows:

SERVICE RENDERED BY BELT-LINE ROAD BETWEEN
SPRINGFIELD AND HIGHWAY 99

1. Tie between Willakenzie area and River Road thus reducing travel distance and reducing congestion on 6th and 7th Avenues and Ferry Street Bridge.

2. Part of rapid limited access route between Santa Clara and Eugene via Jefferson Street Bridge.

3. Rapid route between Santa Clara - River Road and Springfield, Springfield industrial area or McKenzie Highway.

Edwards

4. Access to Pacific Freeway for Willakenzie area, River Road - Santa Clara area, Danebo-Bethel area.

5. Eugene bypass for travel from Interstate 5 south and Junction City - Monroe.

6. Fast route from Springfield, Willakenzie and central Eugene to Mahlon Sweet Airport.

7. Convenience route to Route F., Coast and Eugene west side industrial area for traffic from the area north of Eugene.

8. Route for industrial traffic between Northwest Eugene and Pacific Freeway.

Mr. Attig would like to have a copy of our traffic assignment that would use the interchange in question.

Robert L. Schroeder
Planning Survey Engineer

REG:mp
Attachments

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
TWENTY-FOUR HOUR VEHICULAR VOLUME

DATE _____

DAY OF WEEK _____

ACTUAL COUNT (VEH.) _____ HRS.

HOURS COUNTED _____

PEDESTRIAN COUNT _____ HRS.

HOURS COUNTED _____

WEATHER _____

CITY OF _____

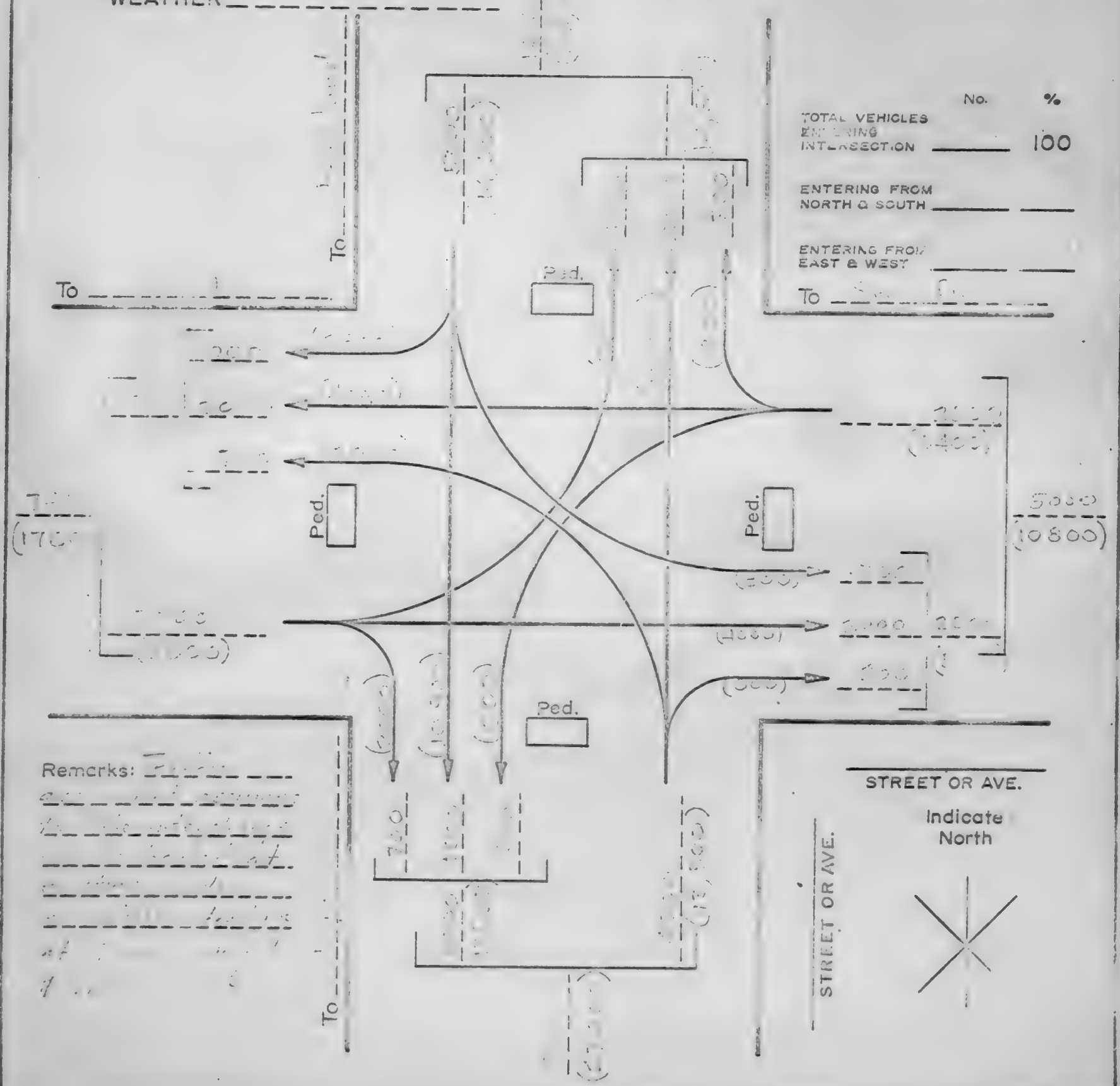
INTERSECTION OF _____

AND _____

STATION NO. _____

CODE NO. _____

CLASSIFICATION _____



	No.	%
TOTAL VEHICLES ENTERING INTERSECTION	_____	100
ENTERING FROM NORTH & SOUTH	_____	_____
ENTERING FROM EAST & WEST	_____	_____

Remarks: _____

12-55

F.B. Crandall - Salem - Traffic

FORM E-20X—60M—12-63 84677

1-5-4 (54) 147

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

C-738

Roseburg, Oregon
January 27, 1964

REFERRED TO, 1/29/64
Val
ASST. ENGR.

To: L. R. Chandler
Division Engineer
Office

SUBJECT: Proposed Channelization and Signalization
Intersection of Belt Line Road
At River Road and the Pacific
Highway West
Northwest of Eugene

This construction season Lane County will complete a westerly extension of Belt Line Road from the Junction City - Eugene Highway (River Road) to the Pacific Highway West (US99). Mr. Attig, Chief Engineer, Lane County and I have been discussing the problems involved at the termini of this new construction. The discussions to date have indicated the need for channelization and signalization. The signalization has tentively been considered to be shared on a 50-50 cost basis. I have indicated that access permits will be required and that certain deceleration and acceleration requirements will have to be construct[illegible] by Lane County. Our negotiations have agreed that the Highway Department will do the design following which a meeting would be set up to discuss and finalize these designs.

The attached recorder counts taken by Lane County on December 9 through 16, 1963 on the existing Belt Line Road East of River Road indicated some 6000 vehicles per day. Manual counts taken on River Road during 1963 indicated some 10,000 vehicles per day on River Road at this location. Lane County expects some 7,000 vehicles per day on the westerly extension of Belt Line Road between US99 and River Road. Although I feel this is somewhat high, the treatment proposed would be the same even if the volume was a low as 4,000 vehicles per day.

The intersection of Belt Line Road and River Road will in the future be grade separated with a diamond type interchange. Lane County has indicated that moneys will not be available for this grade separation for two to five years.

The westerly extension of Belt Line Road beyond the Pacific Highway West will undoubtedly materialize in the future. No specific date has been set at the present time. Plans for widening the Pacific Highway West from North of Enid Road to Prairie Road have been devised. No construction date has been set as of this time.

With your approval I will transmit a copy of this report to Mr. Attig and to Mr. Crandall, Traffic Engineer, and request a review of this proposal.

NOTED
L. E. GEORGE

STATE HIGHWAY COMMISSION
OREGON
JAN 28 1964
RECEIVED

Approved 1/28/64
LRC.

I would furthur suggest that Mr. Crandall make a cost estimate of the two traffic signals involved. I would then suggest a meeting be set up sometime in February to discuss this situation.

ORIGINAL SIGNED BY GLEN L. CLARK
DIVISION TRAFFIC ENGINEER

Glen L. Clark
Division Traffic Engineer

GLC:crd

cc: F. B. Crandall
Bob Sage
Jerry Attig
Chief Engineer, Lane County
P. O. Box 3156
Eugene, Oregon

RECEIVED
JAN 29 1964
TRAFFIC ENGINEERING

Church

Division

Install Jiggle Bar Island And Leave Openings For Division Ave Traffic.

Install ... Traffic Sig...

Estimated ADT 9000 to...

Existing A.C. Pavement

Required Widening Plus Extention

Silver Lane

...ting Sig...
Actuated Traffic
Signal

OREGON STATE HIGHWAY DEPARTMENT
DIVISION III - ROSEBURG
Proposed Signalization - Channelization
Beltline Rd. At River Road - Lane County
Scale 1" = 100'
January 1969

...sion ... 500 ADT

...stati... ...ull Actuated 3 Phase
...affic Signal

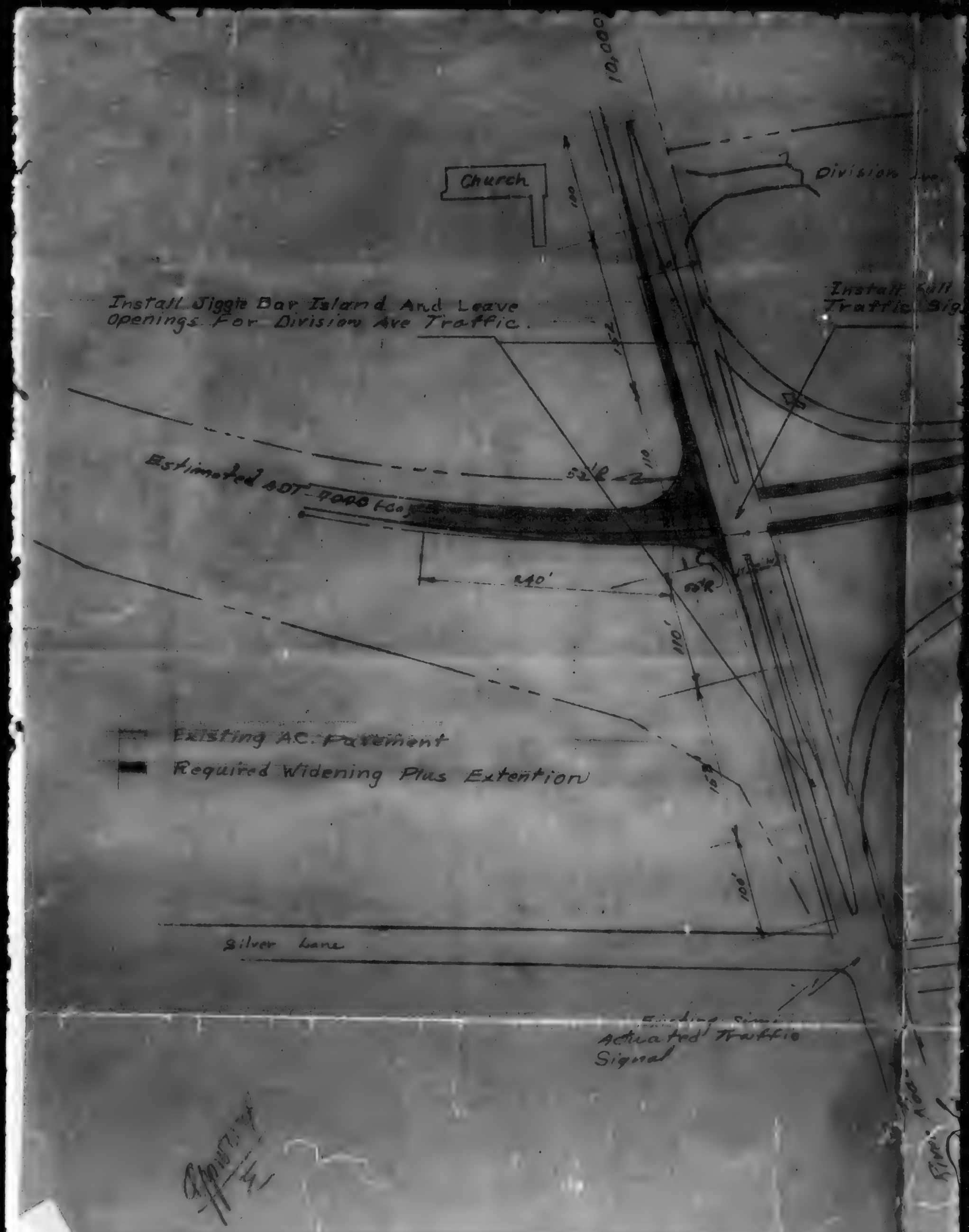
Beltline Rd.

6000 ADT

County R/W

River Ave.

Note:
ALL Radius Curves 10'
ALL Tapers 20:1


Church
Division Ave.
Install Jiggle Bar Island And Leave Openings For Division Ave Traffic.
Install Full Traffic Sig
Estimated ADT 7000 (+or-)
52'
110'
240'
110'
Existing A.C. Pavement
Required Widening Plus Extention
101'
Silver Lane
Existing Semi-Actuated Traffic Signal

Proposed [illegible]
Belt Line Rd At River Road - Lake County
Scale 1" = 100'
January 1972

[illegible] Actuated 3 Phase
[illegible] Signal

Belt Line Rd.

6000 ADT

County R/W

River Ave.

Note:
All Reverse Curves 10°
All Tapers 20:1

99

To Tacoma

5000 ADT 1962

200'

170'

West

Remove Existing Struc
Install 4-36" Concrete
Engr Sta. 469+05

10°

6°RC

111'

111'

111'

55'R

55'R

Hwy

120'

75'

195'

10°

Engr Sta. 472+80 (M.P. 118.42)

Install Jiggle Bar Islands

OREGON STATE HIGHWAY DEPARTMENT
Division III — Roseburg
Proposed Signalization And Channelizatio
Pacific Highway West At Beltline Road
US 99 — Hwy No. 1W — Scale 1"=100' Jan 1969

Structure And
oncrete Pipes
05

Install 3 Phase Full Actuated
Traffic Signal With Railroad
Interconnect.

EWEB R/W

Proposed Beltline Road. (Estimat
To River Road →

30 R/W

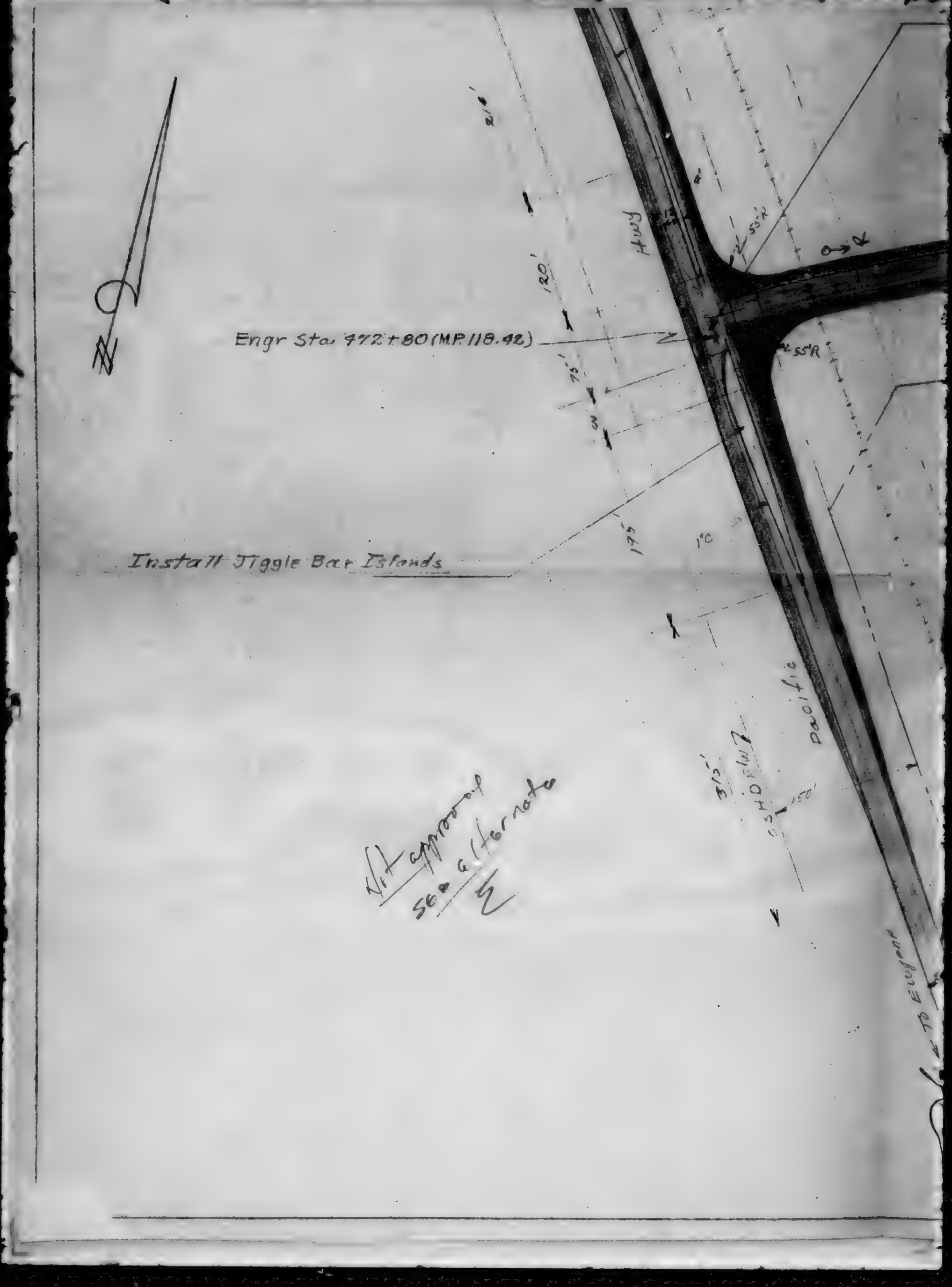
OREGON STATE HIGHWAY DEPARTMENT
Division III - Roseburg
Proposed Signalization And Channelization
Pacific Highway West At Beltline Road
US 99 - Hwy No. 1W - Scale 1"=100' Jan 1969

hase Full Actuated
nal With Railroad

EWFB R/W

Proposed Beltline Road. (Estimated ADT 7000 Co.)
To River Road →

50 R/W


Engr Sta 472+80 (MP 118.42)
Install Toggle Bar Isolands
Hwy
120'
75'
145'
55'R
55'R
N
N
1/1 approved
see alternate
Pond
SHOULDER
150'
315'

Proposed Belt Line Road. (Estimated
To River Road →

Existing P.C.C. Pavement

Proposed Beltline Extention

Required Pavement Widening

Skincoat entire section with A.C.

99

E W I B R/W

Proposed Belt Line Road. (Estimated ADT 7000 CO)
To River Road →

30 R/W

Existing P.C.C. Pavement

Proposed Beltline Extention

Reqwired Pavement Widening

Skincoat entire section with A.C.

4-3327 Ecola State Park 1966

6939

RECEIVED
OCT 27 1967
FOR FILING
4-3327
6939

October 27, 1967

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland 4, Oregon

Gentlemen:

Contract No. 6939 awarded to All City Tree and Landscape and Meuser Construction Company, for construction of a toilet building in Ecola State Park in Clatsop County was completed on April 18, 1967, and accepted by the Highway Commission on October 26, 1967.

Final payment in the amount of $1,722.72 will be released to the contractor after November 3, 1967. The total contract amount is $19,495 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc All City Tree & Landscape and
Meuser Construction Co.
29 N. E. 148th Avenue
Portland, Oregon 97230

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
OCT 27 1967
FOR FILING
4-3327
6939

October 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 18, 1967, on Contract No. 6939. The contract was with All-City Tree and Landscape Service and Mosser Construction Company and was for construction of a toilet building at Ecola State Park in Clatsop County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective October 26, 1967, and that you concur in this procedure at the Commission meeting on October 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Lloyd P. Shaw
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
I. D. Merchant
L. H. Young
R. D. Asburry

FBK:srb: ajw

RECEIVED
JUN 30 1967
FOR FILING
4-3327
6939

4

June 28, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 2
July 24, 1967 meeting

Gentlemen:

All-City Tree and Landscape and Nemzer Construction Company, contractor for the construction of rest-room facilities in the Ecola State Park in Clatsop County (contract No. 6939) has requested that the specified completion date of February 28, 1967, be advanced 60 days without assessment of liquidated damages.

The contractor claims changes in plans, failure on the part of the State to provide electrical power for testing system, inclement weather, and extra work as his reasons for failure to complete the work on time.

The building was complete and ready for use on February 28, 1967, the specified completion date, except for minor corrective work by the contractor and for hooking up power and water, items to be performed by the State. Plan changes and extra work did not affect the contractor's progress to any great extent. The principal item of corrective work by the contractor was application of additional rock to the roof. Inclement weather prevented the contractor from completing the corrective roof work until April 18, 1967. Temporary power and water hookups for testing the building systems were furnished by the State prior to April 18, 1967.

I recommend that the contractor be granted an extension to April 18, 1967, without assessment of liquidated damages. This waives an assessment of $1,470 and leaves no remaining charges for liquidated damages.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

CAG:jf jw

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
R. D. Asburry

E—830 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 22, 1967, 19.....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays ~~from~~ of ~~xx days to~~ 60 days, within which to complete our Contract No. 6939, without the assessment of liquidated damages. The said contract is described as follows:

Toilet Building, Septic Tank and Disposal Field

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See the accompanying letter

Respectfully submitted,

ALL-CITY TREE & LANDSCAPE SERVICE dba Mauser Construction
29 N. E. 148th - AL 2-3686
PORTLAND, OREGON 97220

By Clifford H. Paul, partner

CONSENT OF SURETY

Date April 24, 1967

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Robert E. McGibbon
Attorney-in-fact Robert E. McGibbon (SEAL)

Gresham Insurance
Floyd Anderson
Resident Agent

RECEIVED
MAY 1967

Ad
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of ~~workdays~~ calendar days within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6939 Contractor All City Tree and Landscape and Meuser Construction Company

Highway Ecola State Park

Section Toilet Building

Kind of Work Building, Septic Tank and Disposal Field

It is recommended that the request for increase in the ~~number of workdays~~ calendar days within which to complete said contract be ~~DENIED~~ or **GRANTED.** The reasons for such recommendation are as follows:

Weather unsuitable for roofing work.

Recommended for Approval:

R. D. [illegible]
Division Engineer

[illegible]
~~Construction Engineer or~~ Bridge Engineer

[illegible]
Asst. State Highway Engineer

Contract No. 6939

Project designation State (State-Federal)

Date awarded Sept. 29, 1966

Work started Oct. 25, 1966

Per cent completed 100% April 18, 1967 (Date)

Specified Compl. Data ~~Number of Workdays Allowed~~ Feb. 28, 1967

Days over ~~Number of Workdays Allowed~~ 49

No. of Added Workdays Requested 60

RECEIVED
AUG 21 1967
FOR FILING

4-3327

6939

July 27, 1967

#2

All City Tree and Landscape
and Houser Construction Company
29 N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

The State Highway Commission at its meeting on July 24 considered your request for an extension of time on Contract No. 6939 for work in Beale State Park in Clatsop County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an extension to April 18, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
George Danforth
L. H. Young
Ivan Merchant
C. H. Maison
David Talbot

All-City Tree & Landscape Service
29 N. E. 148TH AVENUE
PORTLAND, OREGON 97230
TELEPHONE 252-3636

April 10, 1967

Mr. George Danforth
P. O. Box 169
Tillamook, Oregon

Re: Ecola Park Toilet Building
Contract #6939
Adjustment of Contract Time

Dear Mr. Danforth:

After receiving your phone call today, we have decided to request an adjustment of contract time.

Our completion time was set for February 28, 1967, at which time we completed the contract as set forth in the specifications. It was our understanding at this time, that the building was then to be inspected and any discrepancies found, we would be notified and then we would correct them. However, we did receive a letter from you dated March 8, 1967; with the minor changes to be made. All of these discrepancies have been corrected except for the roof, which our roofing contractor has agreed, at this time, to adjust to your specifications.

However, we do wish to keep the records straight and so we do request an adjustment on the contract time for the following reasons, as set forth in Article 8-8 of the special provisions:

(a) delays occasioned by errors or changes in the plans or quantities or specifications of the contract; the plans furnished were found to have many discrepancies and contradictions, as you know we had to be advised by you as to the type and color of paint and finishes; the surge tank as indicated in the special provisions would be connected in accordance with the schematic drawings shown on the plans for which there was none, however, we did try to work along with you and trying to perform the best job possible.

(b) failure of the State, its representatives and its other contractors to act promptly in carrying out its obligations and duties; a very large delay and hindrance was caused because of no electrical power available on the job site which we assumed would be made available upon the beginning of the job or soon thereafter, and which at this time is still unavailable.

(c) temporary suspension of work under Article 8-6 for such period as the

Mr. George Danforth 4-10-67

engineer may deem necessary due to unsuitable weather or due to conditions he may consider unfavorable for the prosecution of the work; On October 24, 1966, the job was started and we assumed at this time to be finished no later than January 15, 1967. However, at the end of November the weather became so adverse that we had to suspend the work until working conditions became suitable which was approximately five weeks later. One of the biggest problems with the construction of the building was the application of the roofing material, and due to the adverse weather we were delayed many weeks because this type roof can only be applied when weather conditions are ideal. There also seemed to be a misunderstanding with our roofing contractor as to the type of stone surfacing that was required. However, at this time the matter seems to be clarified and we are now waiting again for favorable weather conditions to correct this discrepancy.

(d) performance of extra work under Article 4-4; Extra work was performed with the drainfield according to your instructions.

It is our understanding that the water supply to the building is insufficient and with no electricity available, it will be some time before this building will be available to the public.

It is our sincere request that we do ask for an adjustment of time long enough so the roofing material can be applied properly.

Sincerely,

All-City Tree & Landscape Service

By Clifford H. Paul
Clifford H. Paul

Meuser Construction Company

By Kenneth H. Meuser
Kenneth Meuser

lp

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ecola State Park		WEEK ENDING: January 6, 1967
		SECTION PREFIX: 4-3327
HIGHWAY:		COUNTY: Clatsop
NAME OF JOB: Ecola State Park Building	KIND OF WORK: Toilet Building	
CONTRACTOR: Al. City T. & L. and Meuser Const.	CONTRACT NUMBER: 6939	FEDERAL AID PROJECT NUMBER: - - -
DATE OF CONTRACT: September 29, 1966	DATE WORK STARTED: October 25, 1966	ESTIMATED COMPLETION DATE: February 28, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $21,256.87	SPECIFIED COMPLETION DATE: February 28, 1967	PERCENT OF TIME ELAPSED: 65
EXCLUSIVE OF ENGINEERING: $19,745.27	ENGINEERING AUTHORIZATION $1,511.60	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 52
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $19,745.27	ENGINEERING COST TO DATE $1,808.87	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 41
ESTIMATED PERCENT: OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 119 %	DATE PROJECT WAS COMPLETED: 4-18-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

~~BRIDGE NO.~~		Bldg.	Sew. Disp.					
PERCENT	(Revised)	52	0					

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Showers			
TUESDAY	Showers			
WEDNESDAY	Rain			
THURSDAY	Cold w/ showers			
FRIDAY	Showers			
SATURDAY				

RECEIVED
JAN 9 1967
OFFICE OF
DIVISION ENGINEER
DIVISION NO. 2

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Holiday
TUESDAY	Contractor re-nailed part of the roof decking which had "raised" due to taking moisture, placed outer sections of wall vents, and grouted to finish tops of walls along beams. The electrician cut in a couple boxes inside.
WEDNESDAY	No work
THURSDAY	Contractor set urinals in place, replaced the plastic covering over the roof, tried a small section of block sealer, and then gave up. He will await better weather, since there is little he can do until the roof is finished.
FRIDAY	No work
SATURDAY	

RECEIVED
JAN 10 1967
STATE PARKS
DEPARTMENT

REMARKS

The contractor re-nailed part of the roof decking which had raised due to taking moisture, placed outer sections of the wall vents, replaced the plastic covering on the roof, and did several other tasks. He then left to await better weather since he can do very little until the roof is completed.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
JAN 9 - 1967
AM PM
7,8,9,10,11,12,1,2,3,4,5,6

SIGNED George Dunfield LOCATION Tillamook

PRINCIPAL RESIDENT ENGINEER SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
OCT 21 1966

COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
Roseburg

KENNETH H. FINDLEY, MEMBER
Wasco

DAVID B. SIMPSON, MEMBER
Portland

FLOYD QUERY, SECRETARY
Salem

4-2327

6939

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER

R. L. PORTER
DEPUTY STATE HWY. ENGR.

G. E. ROHDE
CHIEF COUNSEL

October 20, 1966

All City Tree & Landscape
and Mouser Construction Co.
29th N. E. 148th Avenue
Portland, Oregon 97230

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6939 for the installation of a toilet building in the Ecola State Park in Clatsop County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk

Encl.

cc United States Fidelity & Guaranty Company

RECEIVED
SEP 6 - 1966
FOR FILING
11 - 3527
(151)

September 1, 1966

Oregon State Highway Commission

Gentlemen:

It has become evident that some elements of State park development which were proposed for the current year will not be completed within that budget period. This will be the case with the Lapine access roadway where the time consumed to acquire right-of-way and to obtain a PUC permit to cross Great Northern Railway tracks will delay completion of construction past the June 30, 1967 date.

Items which had been planned for 1967 construction may be substituted for the Lapine access road for 1966 contracting and construction. Construction of the access road would then fall within the budget for the next biennium in place of the items originally so scheduled.

As part of this shuffle, we are preparing a project to provide a toilet building at Scala State Park. Present facilities are pit latrines and should be replaced by better accommodations. The park had attendance in excess of 177,000 in both 1963 and 1964, which increased to 181,000 in 1965.

The project will provide a "double four-holer" near the parking area. Cost is estimated to be $32,000. Bids will be received September 15, unless you desire other action taken.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Lloyd P. Shaw
Victor D. Wolfe
David G. Talbot
J. F. Putnam
H. D. Amburry
LPS:ajw bg

26-1172 Interstate Br. (Columbia R.) 1966
Pacific Hwy. (Remove toll
#6940 facilities)

C917 3193

RECEIVED
SEP 13 1968
FOR FILING

26-1172
1941

September 12, 1968

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

Gentlemen:

Your letter of August 28 addressed to the State of Oregon, Bonding Department, Commerce Building, Salem, concerning K. G. Bakke Construction Company has been referred to this office.

K. G. Bakke of P. O. Box 06221, Portland, had one contract with this department, described as follows:

> Contract No. 6940 for removal of toll facilities on the Interstate Bridge on the Pacific Highway in Multnomah County.

The surety on this contract was Glens Falls Insurance Company and the agent was Mansfield and Company, 2828 Corbett, Portland, Oregon.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkn

RECEIVED
MAR 16 1967
FOR FILING
26-1172
6940

March 15, 1967

Olson Electric Company, Inc.
P. O. Box 830
Vancouver, Washington 98660

ATTN: Joe Olson

Gentlemen:

This is in reply to your letter of March 8 concerning the K. G. Bakke Contract No. 6940 for removal of toll facilities from the Interstate Bridge on the Pacific Highway in Multnomah County.

The surety on this contract is the Reliance Insurance Company through Mansfield & Company, 2828 Corbett, Portland.

This contract was accepted by the Highway Commission on December 28, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

CWHswln

Olson ELECTRIC COMPANY, Inc.

ELECTRICAL CONTRACTORS

Vancouver 694-1551 - Portland 285-2827
POST OFFICE BOX 830
VANCOUVER, WASH. 98660

March 8, 1967

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Floyd Query

Re: Bonding Company for
K. G. Bakkey Const. Co.
P. O. Box 0622
Portland, Oregon

Gentlemen:

Please inform the name of the bonding company for K. G. Bakkey Construction Company who handled the toll gate facilities removal project at Interstate Bridge last November.

We would like to report to the bonding company of the unpaid balance of $636.27 outstanding since November 15, 1966, for the work we performed for K. G. Bakkey Construction Company as a sub-contractor.

Very truly yours,

OLSON ELECTRIC COMPANY, INC.

Joe Olson
President

JO:gw

cc

RECEIVED
MAR 10 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 3 - 1967
FOR FILING

26-1122

6940

January 3, 1967

Reliance Insurance Company
Portland Office
620 Oregon Bank Building
Portland, Oregon

Gentlemen:

Contract No. 6940 awarded to K. G. Bakke, for removal of the toll facilities at the Interstate Bridge on the Pacific Highway in Multnomah County was completed on November 15, 1966, and accepted by the Highway Commission on December 28, 1966.

Final payment in the amount of $561.60 will be released to the contractor after January 10, 1967. The total contract amount is $18,816.85 including $96.85 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ES

cc: K. G. Bakke
P. O. Box 06221
Portland, Oregon 97206

Mansfield & Company
2828 Corbett
Portland, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 3 - 1967
FOR FILING

26-1172
6940

December 28, 1966

Oregon State Highway Commission

Gentlemen:

Work was completed November 15, 1966, on Contract No. 6940. The contract was with K. G. Bakke and was for removal of the toll facilities at the Interstate Bridge of the Pacific Highway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective December 28, 1966, and that you concur in this procedure at the Commission meeting on January 31.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
L. H. Young
C. H. Maison
E. S. Hunter
A. E. Johnson

RECEIVED
NOV 10 1966
FOR FILING
DC-1172
6940

November 9, 1966

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

This is to officially notify the Bureau of Public Roads that the tolls on the Portland-Vancouver Bridge across the Columbia River on Interstate 5 were removed on November 1, 1966.

Very truly yours,

Forrest Cooper
State Highway Engineer

bc A. E. Johnson, Executive Secretary
AASHO

cc [redacted]
Tom Edwards
Victor D. Wolfe

RLP:ms

RECEIVED
NOV 1966
FILE

COMMISSIONERS
CLIFFORD D. ZAHN, CHAIRMAN
METHOW 98834
ROBERT L. MINTENBEEK
CENTRALIA 98531
JAMES M. BLAIR, SR.
PUYALLUP 98371
HAROLD WALSH
EVERETT 98201
ELMER C. HUNTLEY
THORNTON 99176
LORENZ GOETZ, SECRETARY
OLYMPIA 98501

26 FEB 1972
6940

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
509 FAIRVIEW AVE. NO.

October 28, 1966

Mr. Tom Edwards
Assistant State Highway Engineer
State of Oregon Highway Department
Salem, Oregon 97310

Dear Mr. Edwards:

We are pleased to advise that the Oregon Highway Department Staff Appraisal value of $41,800 for the administration building at the Vancouver-Portland Interstate Bridge has been found satisfactory and acceptable by this Department. This amount will therefore be utilized in the close-out accounting, and subject to formal action it is proposed that the value to be received by the State of Washington will be recognized through appropriate deductions of the final accounting residual fund distribution following the closing of all toll revenue accounts and bond obligations.

You may be advised that under the present statutes this State is without authority to dispense any residual funds at the Vancouver-Portland Interstate facility, and as such it will be necessary that we submit to the 1967 Legislature appropriate proposed Legislation to permit the distribution of the residual funds. Assuming that Legislation of this nature will be passed, giving this State proper authority, it would not be until an estimated twelve months before fund distribution would be made, to allow for sufficient time for all accounting activities.

Very truly yours,

NOTED
TOM EDWARDS

C. G. PRAHL, P. E.
Director of Highways

By: C. C. NICHOLS, P. E.
Assistant Director for Toll Facilities

Copy to Parker Cooper Porter Mercer 11-3-66

CCN:es
cc: D. B. Hedges
K. R. Hager
J. A. Cobley

RECEIVED
OCT 31 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

RECEIVED
FEB 5 - 1969
FORM E-30 5M 10-68 SP*23401-784

FILING
24-1172
6940

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 27, 1966

MISC. CONTRACTS and AGREEMENTS No. 3193

To:
Mr. Forrest Cooper
State Highway Engineer
BUILDING

SUBJECT: Agreement with Washington State Highway Commission
Interstate Bridge File

L

We are attaching a fully executed copy of an agreement with the Washington State Highway Commission covering the maintenance and operation costs of the second bridge across the Columbia River between Portland and Vancouver on Interstate 5.

A fully executed copy of this agreement has been retained for the Commission's files, and a copy has been sent to Mr. C. H. Maison.

Floyd Query

Floyd Query, Secretary

lmb
Att.

cc: Mr. C. H. Maison

NOTED
E.S. ER

RECEIVED
NOV 1 1966
MAINTENANCE ENGINEER

NOTED
FORREST COOPER

RECEIVED
OCT 28 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. W. HUGHLETT

NOTED
D. D. ALLEN

COMMISSIONERS
GEORGE D. ZAHN, CHAIRMAN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP
HAROLD WALSH
EVERETT
ELMER C. HUNTLEY
THORNTON
ROBERT L. MIKALSON
CENTRALIA

LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 367
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
909 FAIRVIEW AVE. NO.

October 26, 1966

Oregon State Highway Commission
State of Oregon
State Highway Department
Salem, Oregon 97310

ATTENTION: Mr. Floyd Query, Secretary

RE: Maintenance Agreement-
Interstate Bridges at Portland

Gentlemen:

The Washington State Highway Commission, at its meeting of October 25, 1966, approved the agreement concerning the maintenance of the Interstate Bridges crossing the Columbia River subsequent to the retirement of bonded indebtedness. You will observe that the effective date of October 25th has been inserted, and likewise, in Section 1 of Page 2, we have inserted the date of November 1, 1966 which is the date that tolls will be removed from the Vancouver-Portland Bridge facility.

In accordance with your request, we are pleased to return herewith, three copies of the agreement executed by the membership of the Washington State Highway Commission in attendance at their meeting of October 25th. You will note that we have assigned Agreement Number GM 395 and it is respectfully requested that when your department submits a billing to this agency for payment, that they refer to the agreement number. This reference will materially aid the department in processing your invoices for payment.

Very truly yours,

C. G. PRAHL, P. E.
Director of Highways

By: D. B. HEDGES
Manager,
Administrative Division

CGP:it
DBH
Attachments

cc: W. A. Bulley
Vern Dorsey
George Stevens
C. C. Nichols
W. H. Butts

RECEIVED
OCT 27 1966
STATE ...

RECEIVED
SEP 29 1966
FOR FILING

26-1172
6440

September 29, 1966

Mr. D. B. Hodges
Executive Secretary
Washington Toll Bridge Authority
Highways-Licenses Building
Olympia, Washington 98501

Dear Mr. Hodges:

Pursuant to our meeting this spring in Vancouver regarding the removal of tolls from the Vancouver Bridge, a Memorandum of Understanding was prepared which carried the stipulation that the building housing the toll operation be appraised by Washington and Oregon and that they arrive at a figure at an agreed appraisal.

It is my understanding that such has now been done. The value of the building has been established at $60,600 less the cost of $19,800 covering conversion to make the building usable, or an appraisal value of $41,800 for close-out purposes. A copy of our appraisal and review of appraisal is attached for your information.

Please advise if you concur in this appraisal.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

TE:ja

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
G. E. Rohde
D. H. Moehring
Ivan Merchant (enc.)
E. S. Hunter (enc.)

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1966

SUBJECT: Administrative Building
Portland-Vancouver
Interstate Bridge

To: Mr. Tom Edwards
Assistant State Highway Engineer

Building

Following completion and approval of the appraisal of the Administration building at the Portland-Vancouver Interstate Bridge made by our staff a conference was held between our appraisal staff and their opposite members of the Washington Highway Department staff. Mr. Harold Blecka, Supervisor, Appraisal Section, represented the Washington department.

Our appraisal was presented to Mr. Blecka, and discussed, with few, if any, objections on his part. A copy of the appraisal was furnished him.

In reviewing the memorandum of understanding between Mr. Cooper and Mr. Prahl it appears the Washington staff was to also make an appraisal. To the best of my knowledge this has not been done. It is our understanding that Mr. Blecka was hopeful that his review of our appraisal would meet the requirements.

Since we have heard no further from Mr. Blecka, it is felt that he concurs with our appraisal. It would, therefore, seem appropriate that a letter be directed to Mr. Prahl calling his attention to the foregoing and requesting final adoption of the appraised value of $41,800 for the building for close-out purposes.

Mr. St. Clair's appraisal and Mr. Carl Smith's review and comments thereon are attached for General Files.

G E Rohde

G. E. ROHDE
Chief Counsel

GER:hg
Attachments

CC - Mr. R. L. Porter
Mr. Vic Wolfe
Mr. D. H. Moehring
Mr. Carl Smith

OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 10M 5-62 4500

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
AUGUST 11, 1966

SUBJECT: ADMINISTRATION BUILDING
PORTLAND-VANCOUVER INTERSTATE BRIDGE

To: MR. G. E. ROHDE
CHIEF COUNSEL

OFFICE

PURSUANT TO YOUR REQUEST WE HAVE HAD MR. ST. CLAIR, A STAFF APPRAISER, MAKE AN APPRAISAL OF THE ADMINISTRATION BUILDING AT THE VANCOUVER INTERSTATE BRIDGE. EXCEPT FOR THE FACT THAT MR. ST. CLAIR DID NOT SHOW ANY FUNCTIONAL OBSOLESCENCE IN THE BUILDING, I AM IN CONCURRENCE WITH HIS APPRAISAL.

MR. ST. CLAIR STATES ON PAGE 2-G UNDER FUNCTIONAL OBSOLESCENCE: "THE INTENDED USE, THE DEMAND, THE DESIRABILITY, AND THE LOCATION HAS BEEN CONSIDERED. WHILE THE PARTITIONING MAY HAVE TO BE REMODELED FOR DIFFERENT GOVERNMENTAL USES, IT IS THE JUDGMENT OF THE APPRAISER THAT THE PRESENT ARRANGEMENT IS ADAPTABLE TO SOME EXISTING USES....." THE FUTURE USE OF THIS BUILDING CAN ONLY BE FOR SOME STATE GOVERNMENTAL USE. NONE OF THE STATE AGENCIES WOULD MAINTAIN A LARGE ENOUGH WORKING STAFF TO MAKE UTILIZATION OF THE BUILDING BY A SINGLE AGENCY. THE OREGON STATE HIGHWAY DEPARTMENT HAS CONTACTED NUMEROUS AGENCIES WHO MIGHT DESIRE TO USE THE BUILDING AND HAVE TENTATIVE AGREEMENTS WITH SEVERAL AGENCIES, PROVIDED CERTAIN CHANGES ARE MADE IN THE INTERIOR OF THE BUILDING. IT IS, THEREFORE, ESSENTIAL THAT IF THE OREGON STATE HIGHWAY DEPARTMENT IS TO ACQUIRE THE BUILDING THAT THERE BE RECOGNIZED A CERTAIN DEGREE OF FUNCTIONAL OBSOLESCENCE IN THE INTERIOR. THE EXTENT OF FUNCTIONAL OBSOLESCENCE IS OUTLINED IN AN ATTACHMENT, "INTERSTATE BRIDGE TOLL COLLECTING ADMINISTRATION BUILDING CONVERSION ESTIMATE".

THERE IS ONE ELEMENT OF DUPLICATION IN THIS ESTIMATE AND THE APPRAISAL. IN THE DEPRECIATION SCHEDULE ON PAGE 2-G UNDER "CUREABLE" MR. ST. CLAIR HAS ESTIMATED 2.5 PER CENT CUREABLE DETERIORATION, A CONSIDERABLE AMOUNT OF WHICH IS PLASTER PATCHING AND PAINTING. THIS INCLUDES THAT PORTION WHICH IS ALREADY PAINTED. IN THE CONVERSION ESTIMATE THERE IS AN ESTIMATE OF $1,200 FOR PAINTING THE INTERIOR OF THE BUILDING WHICH WOULD INCLUDE THE BASEMENT WALLS WHICH ARE NOW UNPAINTED. ALLOWING $400 FOR THE PAINTING OF THAT PORTION THE CONVERSION ESTIMATE IS NECESSARILY REDUCED FROM $19,800 TO $18,800. THEREFORE, MR. ST. CLAIR'S APPRAISAL SHOULD BE REDUCED FROM $60,600 BY $18,800, GIVING A VALUE OF:

FORTY-ONE THOUSAND, EIGHT HUNDRED DOLLARS ($41,800)

BECAUSE OF THE FACT THAT THIS BUILDING CANNOT BE PUT TO MANY USES BECAUSE OF ITS LOCATION WITHIN THE EXISTING RIGHT OF WAY OF INTERSTATE 5, IT

HAS ONLY LIMITED USES REMAINING. IF THE BUILDING COULD BE OFFERED TO PRIVATE USES, THEN THE FUNCTIONAL OBSOLESCENCE WOULD UNDOUBTEDLY REDUCE BECAUSE IT IS LIKELY THAT THERE WOULD BE MANY ORGANIZATIONS LARGE ENOUGH TO UTILIZE THE ENTIRE BUILDING AND SUCH RADICAL CONVERSION WOULD NOT BE NECESSARY TO ITS FUTURE USE.

CARL E. SMITH
APPRAISAL SUPERVISOR

CES:CPL
ATTACHMENT

INTERSTATE BRIDGE TOLL COLLECTING ADMINISTRATION BUILDING

CONVERSION ESTIMATE

Construct entrance vestibule		$ 2,500
Construct partitions	1730 sq ft at $3.50	6,055
Construct 2 counters and one typing desk		660
Level concrete floor with grout and lay asphalt tile	1350 sq. ft at $.50	675
Revise heating system ducts		500
Revise electrical wiring and install additional fixtures		1,500
Install new window sash	4 at $100	400
Move standby generator and extend emergency service		300
Paint entire interior		1,400
Paint entire exterior		1,000
Install plumbing and fixtures for ladies rest room		600
Install interior doors	10 at $50.00	500
Patch floor and asphalt tile in control equipment room		70
Construct drop ceiling in corridor, Travel Information and State Police offices, to cover heating ducts and plumbing pipes. (Using aluminum rails and acoustical tile sections.)	920 sq ft at $2.00	1,840
		18,000
	Contingencies 10%	1,800
	TOTAL	$19,800

GDA:ib;hl
7-12-66

APPRAISAL REPORT
OREGON STATE HIGHWAY DEPARTMENT

LOCATION OF PROPERTY 12345 North Union Avenue
LEGAL OWNER'S ADDRESS State of Oregon and State of Washington
CONTRACT BUYER
ADDRESS

FILE NO:
NAME:
SECTION:
HIGHWAY:
COUNTY:
ENG. STA.:
DESCRIPTION DATED:

1. TENANT Administration personnel for Interstate Bridge Toll
RENT $ LEASE: YES [ ] NO [ ] IF RECORDED, TITLE BOOK PAGE
IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING [ ] ENTIRE TAKING [ ] AREA OF ENTIRE PROPERTY Improvements only.
AREA IN FEE SIMPLE TAKING
AREA IN PERMANENT EASEMENT(S)
AREA IN TEMPORARY EASEMENT(S)

3. ACCESS BEFORE TAKING:

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS:
LANDLOCKED [ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED [ ].

5. URBAN [ ] RURAL [ ] PRESENT USE Bridge Toll Administration Bldg. LEGAL ZONE CODE
USE PERMITTED AS ZONED

6. HIGHEST AND BEST USE: ENTIRE PROPERTY As improved with Administration Bld REMAINDER PROPERTY

7. PUBLIC SEWER [ ] SEPTIC TANK [X] OTHER SEWAGE DISPOSAL FACILITY
PUBLIC WATER SUPPLY [ ] WELL [X] OTHER WATER SUPPLY
CURBS [X] PUBLIC SIDEWALKS [X] PAVED STREET X FT. WIDE. GRAVEL STREET FT. WIDE.

8. SUMMARY OF VALUATION:
ENTIRE PROPERTY $ 60,600. REMAINDER PROPERTY $
ALLOWANCE FOR FENCING R/W: $

TAKING:

LAND	$
IMPROVEMENTS	
DAMAGES	
SPECIAL BENEFITS	
JUST COMPENSATION	60,600 00

REVIEWED
By:
Date 1-4-62

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES [ ] NO [X]
I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. ITEMS CHECKED EXIST ON THE PREMISES. HOWEVER, I HAVE NOT INCLUDED ANY VALUE FOR THEM IN MY APPRAISAL: FIXTURES [X] EQUIPMENT [X] MACHINERY [X] TIMBER [ ]
NURSERY STOCK [ ] ADVERTISING SIGNS [ ].

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:
The subject property will become the ownership of the State of Oregon.

The expressed opinions of experts used in this appraisal are assumed to be reasonable and correct.

CONTRACT BUYER_____ HIGHWAY:

ADDRESS_____ COUNTY:

ENG. STA.:

DESCRIPTION DATED:

1. TENANT Administration personnel Interstate Bridge Toll
   RENT $_____ LEASE: YES[ ] NO[ ] IF RECORDED, TITLE_____ BOOK____ PAGE____
   IF MULTIPLE LEASES (OTHER THAN APARTMENTS) LIST LESSEES:

2. PARTIAL TAKING[ ] ENTIRE TAKING[ ] AREA OF ENTIRE PROPERTY Improvements only.
   AREA IN FEE SIMPLE TAKING_____
   AREA IN PERMANENT EASEMENT(S)_____
   AREA IN TEMPORARY EASEMENT(S)_____

3. ACCESS BEFORE TAKING:

4. REMAINDER PROPERTY HAS ACCESS TO HIGHWAY SYSTEM AS FOLLOWS:_____
   LANDLOCKED[ ]. TO BE RESTRICTED TO FRONTAGE ROAD IF ONE IS LATER CONSTRUCTED[ ].

5. URBAN[ ] RURAL[ ] PRESENT USE Bridge Toll Administration Bldg. LEGAL ZONE CODE_____
   USE PERMITTED AS ZONED_____

6. HIGHEST AND BEST USE: ENTIRE PROPERTY As improved with Administration Bld REMAINDER PROPERTY_____

7. PUBLIC SEWER[ ] SEPTIC TANK[ ] OTHER SEWAGE DISPOSAL FACILITY_____
   PUBLIC WATER SUPPLY[ ] WELL[ ] OTHER WATER SUPPLY_____
   CURBS[ ]; PUBLIC SIDEWALKS[ ] PAVED STREET x FT. WIDE. GRAVEL STREET____ FT. WIDE.

8. SUMMARY OF VALUATION:
   ENTIRE PROPERTY $ 60,600. REMAINDER PROPERTY $_____
   ALLOWANCE FOR FENCING R/W: $_____

   TAKING:
   LAND $_____
   IMPROVEMENTS _____
   DAMAGES _____
   SPECIAL BENEFITS _____
   JUST COMPENSATION 60,600 oo

REVIEWED By Date 4-19-66

9. PRELIMINARY TITLE REPORT FURNISHED AND EXAMINED: YES[ ] NO[x]
   I HAVE GIVEN CONSIDERATION TO ANY EXCEPTIONS OR LIMITING CONDITIONS THEREIN THAT AFFECT THE VALUE OF SUBJECT PROPERTY.

10. ITEMS CHECKED EXIST ON THE PREMISES. HOWEVER, I HAVE NOT INCLUDED ANY VALUE FOR THEM IN MY APPRAISAL: FIXTURES[x] EQUIPMENT[x] MACHINERY[x] TIMBER[ ]
    NURSERY STOCK[ ] ADVERTISING SIGNS[ ].

11. I HAVE ALSO MADE THE FOLLOWING ASSUMPTIONS:
    The subject property will become the ownership of the State of Oregon.

    The expressed opinions of experts used in this appraisal are assumed to be reasonable and correct.

DATE OF VALUATION April 19, 1966 APPRAISER_____
Gene St. Clair

RECEIVED
AUG 11 1966
APPRAISAL SECTION

REV. 11-1-65

FILE No._____

GENERAL REPORT

19. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

The subject property consists of the Toll Station Administration Building and appurtenances thereto, located on State of Oregon land, adjacent to and on the West side of the Southerly approach to the Interstate Bridge. Special use equipment and property not included in this appraisal consist of the toll stations and islands and electrical and mechanical equipment used in collecting tolls.

This appraisal is made for the purpose of estimating the market value of the subject property. Market value shall be construed in this appraisal, as the value of the property to the owners and shall be further defined as that amount of money that would justly compensate the owners for loss thereof.

It is the judgment of the appraiser that the highest and best use of the subject property is its present use and that the improvements will become the ownership of the State of Oregon and operated by the State of Oregon as a service property for an indefinite period of time.

The replacement cost less depreciation is considered the only approach applicable because the available market data is insufficient for use of the market data approach and there is no indicated income stream to measure for the Income Approach.

The building consists of a wood frame structure with a full concrete basement and a smaller upper story. The building is 72 feet long by 40 feet wide and the observation room is 23 feet by 20 feet. Total floor area is 6,220 sq.ft; the building was erected during 1959 and 1960. An observation of the structure reveals that it is good in appearance; well-built, of average quality materials; well landscaped; and has an adequate parking area. Some deferred maintenance was found consisting of interior paint and plaster repair, some broken and raised floor tile in rest rooms, and a urinal in one of the restrooms out of order. The building has settled slightly leaving a few minor cracks in the basement walls.

The main floor contains offices, counting and recording rooms, a concrete vault and rest rooms. The rooms are large and could be re-partitioned into smaller offices. The observation room has no partitions. The basement area contains a locker room, lunch room, rest room, heat room and a large truck storage area.

Construction details of the building are as follows:
Foundation: Re-inforced concrete
Exterior walls: Wood frame with 1" stucco cover reinforced concrete on basement with aluminum sash windows.
Roof: Flat, wood frame, with a built up gravel cover 3 ft., 6" over hang.
First Floor: Double wood frame with asphalt tile cover and rubber base cove.
Interior: Plaster on interior facing and wood frame partitions - acoustic tile ceiling. Reinforced concrete vault (12½ ft. x 7 ft. 4 in.).
Electrical: A 200 amp. lead-in box with average fixtures and outlets. A diesel electric power supply is located in basement.
Plumbing: Two mens' restrooms and one ladies restroom. Average quality fixtures consisting of 4 toilets, 3 lavatories, 2 urinals, 2 slop sinks, 1 drinking fountain, a 52 gallon hot water tank, a kitchen model metal sink and cabinet, and various hose bibs.
Heating and Cooling: A forced air, oil fired, updraft system located in basement heat room and ducted to all rooms. Heating unit has 325,000 BTU capacity. Buried 1000 gal. fuel tank. A window installed evaporator cooler is located in upper observation tower.
Basement: A full basement with reinforced concrete walls and concrete floor. Interior facing is bonded and painted. Few wood frame partitions with plaster cover and a concrete block heating room. Asphalt tile on approximately 1000 sq.ft.
Upper Story: Wood frame, stucco exterior, double wood frame floors with asphalt tile cover and rubber base cove. Plastered interior facing.
Vault: Reinforced concrete walls, floor, and ceiling. 12½ ft x 7 ft., 4" - A single, underwriters' door. Support by concrete columns.

Special fixtures or personal equipment located within the building and made a part of this appraisal include the following:
1. Diesel Electric Auxilary Power Supply which was installed by the W.R. Grasle Co. This company has indicated that the replacement cost of this equipment would amount to $6000 at the present time.

thereto, located on State of Oregon land, adjacent to and on the west side of the southerly approach to the Interstate Bridge. Special use equipment and property not included in this appraisal consist of the toll stations and islands and electrical and mechanical equipment used in collecting tolls.

This appraisal is made for the purpose of estimating the market value of the subject property. Market value shall be construed in this appraisal, as the value of the property to the owners and shall be further defined as that amount of money that would justly compensate the owners for loss thereof.

It is the judgment of the appraiser that the highest and best use of the subject property is its present use and that the improvements will become the ownership of the State of Oregon and operated by the State of Oregon as a service property for an indefinite period of time.

The replacement cost less depreciation is considered the only approach applicable because the available market data is insufficient for use of the market data approach and there is no indicated income stream to measure for the Income Approach.

The building consists of a wood frame structure with a full concrete basement and a smaller upper story. The building is 72 feet long by 40 feet wide and the observation room is 23 feet by 20 feet. Total floor area is 6,220 sq.ft; the building was erected during 1959 and 1960. An observation of the structure reveals that it is good in appearance; well-built, of average quality materials; well landscaped; and has an adequate parking area. Some deferred maintenance was found consisting of interior paint and plaster repair, some broken and raised floor tile in rest rooms, and a urinal in one of the restrooms out of order. The building has settled slightly leaving a few minor cracks in the basement walls.

The main floor contains offices, counting and recording rooms, a concrete vault and rest rooms. The rooms are large and could be re-partitioned into smaller offices. The observation room has no partitions. The basement area contains a locker room, lunch room, rest room, heat room and a large truck storage area.

Construction details of the building are as follows:
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Exterior walls: Wood frame with 1" stucco cover reinforced concrete on basement with aluminum sash windows.
Roof: Flat, wood frame, with a built up gravel cover 3 ft., 6" over hang.
First Floor: Double wood frame with asphalt tile cover and rubber base cove.
Interior: Plaster on interior facing and wood frame partitions - acoustic tile ceiling. Reinforced concrete vault (12½ ft. x 7 ft. 4 in.).
Electrical: A 200 amp. lead-in box with average fixtures and outlets. A diesel electric power supply is located in basement.
Plumbing: Two mens' restrooms and one ladies restroom. Average quality fixtures consisting of 4 toilets, 3 lavatories, 2 urinals, 2 slop sinks, 1 drinking fountain, a 52 gallon hot water tank, a kitchen model metal sink and cabinet, and various hose bibs.
Heating and Cooling: A forced air, oil fired, updraft system located in basement heat room and ducted to all rooms. Heating unit has 325,000 BTU capacity. Buried 1000 gal. fuel tank. A window installed evaporator cooler is located in upper observation tower.
Basement: A full basement with reinforced concrete walls and concrete floor. Interior facing is bonded and painted. Few wood frame partitions with plaster cover and a concrete block heating room. Asphalt tile on approximately 1000 sq.ft.
Upper Story: Wood frame, stucco exterior, double wood frame floors with asphalt tile cover and rubber base cove. Plastered interior facing.
Vault: Reinforced concrete walls, floor, and ceiling. 12½ ft x 7 ft., 4" - A single, underwriters' door. Support by concrete columns.

Special fixtures or personal equipment located within the building and made a part of this appraisal include the following:
1. Diesel Electric Auxilary Power Supply which was installed by the W.H. Grasle Co. This company has indicated that the replacement cost of this equipment would amount to $6000 at the present time.

FILE NO._____

GENERAL REPORT

19. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:

Special Fixtures, Continued:
2. Forty-five steel lockers. These are not considered a fixture, but were included with this appraisal as they are to remain in the building. As per Bob Putt, representing the Lyon Metal Company, these lockers are currently replaceable for $26.50 each or for a total of $1,192.50.

Water System: A well located under the bridge. Toll station manager indicates that system has had no trouble and that water is good as per annual tests.

Septic System: A concrete tank. Original drain field has been replaced with large, deep graveled, "drain tank".

Landscaping: Well maintained, nice appearance, consisting of lawn, trees, shrubs, vines, and sprinkler system which has pumped water from river. Current cost replacement as per Mr. Mark Astrup is $4000.

Parking Lot: Located on West side of building on basement floor elevation. Is 130 ft. x 60 ft. Has parking for 26 cars, and is asphalt covered with concrete curbing. Concrete sidewalks on front and rear of building.

Depreciated Replacement Cost New	
Replacement Cost New	
Building: Includes the water and sewer systems parking lot, sidewalks and curbs. (As per square foot comparative method, using Marshall-Stevens Co. cost factors and related to building costs of comparable properties. See Attached Sheet.	$66,800
Landscaping: (As per Mr. Mark Astrup - Landscape Engineer, Highway Department - State of Oregon)	4,000
Auxiliary Power Unit: (As per W. R. Grasle Co.-Electrical Contractors - Portland, Oregon. They installed existing unit)	6,000
Steel Lockers: (As per Mr. Robert Putt - representing Lyon Metal Co. - Lockers were made by this company).	1,200
Total Replacement Cost New	$78,000
Accrued Depreciation:	
Physical Deterioration:	
Curable - Building: The interior walls are in need of plaster patching and painting. Some floor tile in rest room needs replacing. One urinal needs repair. It is the judgment of the appraiser that the building reflects 25% curable deterioration.	$ 1,670
Incurable - Building: This is the wasting away of structual components by virtue of age and the wear and tear of the elements. Careful consideration was given to the estimated percentage of deterioration applicable to these components and to the building as a whole. This was based upon observed conditions and effective physical age. It is the judgment of the appraiser that the building reflects 17.5% incurable deterioration	13,650
Functional Obsolescence: The intended use, the demand, the desirability, and the location has been considered. While the partitioning may have to be remodeled for different governmental uses, it is the judgment of the appraiser that the present arrangement is adaptable to some existing uses. The existance of a vault, it was found, is desirous to governmental agencies. There is excess wiring in the building used for special purpose toll station use but was not made a part of this appraisal. It is, therefore, the judgment of the appraiser that no allowance be given for functional obsolescence.	None
Economic Obsolescence: Due to the location of the building on State of Oregon land and its proximity to the Interstate Bridge, and the intended future use, it is the judgment of the appraiser that no allowance be given for this item.	None
Total Accrued Depreciation - Building:	$15,320
Depreciated Replacement Cost New of Building:	$51,480

[illegible] Lyon Metal Company, these lockers are currently replaceable for $28.50 each or for a total of $1,192.50.

Water System: A well located under the bridge. Toll station manager indicates that system has had no trouble and that water is good as per annual tests.

Septic System: A concrete tank. Original drain field has been replaced with large, deep graveled, "drain tank".

Landscaping: Well maintained, nice appearance, consisting of lawn, trees, shrubs, vines, and sprinkler system which has pumped water from river. Current cost replacement as per Mr. Mark Astrup is $4000.

Parking Lot: Located on West side of building on basement floor elevation. Is 130 ft. x 60 ft. Has parking for 26 cars, and is asphalt covered with concrete curbing. Concrete sidewalks on front and rear of building.

Depreciated Replacement Cost New

Replacement Cost New

Building: Includes the water and sewer systems parking lot, sidewalks and curbs. (As per square foot comparative method, using Marshall-Stevens Co. cost factors and related to building costs of comparable properties. See Attached Sheet.	$66,800
Landscaping: (As per Mr. Mark Astrup - Landscape Engineer, Highway Department - State of Oregon)	4,000
Auxiliary Power Unit: (As per W. R. Grasle Co.-Electrical Contractors - Portland, Oregon. They installed existing unit)	6,000
Steel Lockers: (As per Mr. Robert Putt - representing Lyon Metal Co. - Lockers were made by this company).	1,200
Total Replacement Cost New	$78,000

Accrued Depreciation:

Physical Deterioration:

Curable - Building:

The interior walls are in need of plaster patching and painting. Some floor tile in rest room needs replacing. One urinal needs repair. It is the judgment of the appraiser that the building reflects 25% curable deterioration. $ 1,670

Incurable - Building:

This is the wasting away of structual components by virtue of age and the wear and tear of the elements. Careful consideration was given to the estimated percentage of deterioration applicable to these components and to the building as a whole. This was based upon observed conditions and effective physical age. It is the judgment of the appraiser that the building reflects 17.5% incurable deterioration 13,650

Functional Obsolescence:

The intended use, the demand, the desirability, and the location has been considered. While the partitioning may have to be remodeled for different governmental uses, it is the judgment of the appraiser that the present arrangement is adaptable to some existing uses. The existance of a vault, it was found, is desirous to governmental agencies. There is excess wiring in the building used for special purpose toll station use but was not made a part of this appraisal. It is, therefore, the judgment of the appraiser that no allowance be given for functional obsolescence. None

Economic Obsolescence:

Due to the location of the building on State of Oregon land and its proximity to the Interstate Bridge, and the intended future use, it is the judgment of the appraiser that no allowance be given for this item. None

Total Accrued Depreciation - Building:	$15,320
Depreciated Replacement Cost New of Building:	$51,480

FILE No._____

GENERAL REPORT

19. DETAILED DESCRIPTION OF THE PROPERTY BEFORE THE TAKING:
Continued

Accrued Depreciation of special items:	
Landscaping: Well maintained - Good appearance. It is the judgment of the appraiser that no allowance be given this item.	None
Auxiliary Power Plant: Good condition. Little use, and well-maintained. In the judgment of the appraiser, this item reflects 25% incurable physical deterioration.	$1,500
Steel Lockers: It is the judgment of the appraiser that this item reflects 45% incurable physical deterioration	540
Total Accrued Depreciation - All Items	17,360
Total Depreciated Replacement Cost New - All Items	60,640
Rounded to	$60,600

Mathematical Recap of Depreciated Replacement Cost New.

Item	Replacement Cost New	Accrued Depreciation	Depreciated Replacement Cost New
Building	$66,800	$15,320	$51,480
Landscaping	4,000	0	4,000
Auxiliary Power Unit	6,000	1,500	4,500
Steel Lockers	1,200	540	660
	$78,000	$17,360	$60,640
		Rounded to	$60,600

Correlation:

The market data approach was considered but was given little weight inasmuch as the building only is to be valued and most comparable sales are indicative of a total property value. Separation of land and building in comparable sales would tend to weaken the data because of the numerous adjustments required. It is also reasonable to assume that no outside commercial use of the site would be allowed by the State of Oregon.

The Income Approach was also given little weight due to some of the above factors in the market data approach, plus the fact that the profit motive is absent, thus eliminating rental comparisons and rates of return, etc.

Since the building is relatively new and is considered to be operating at its highest and best use and will continue in the foreseeable future to be used in much the same manner, it is the opinion of the appraiser that most credence be given the replacement cost new less depreciation which indicates a value for subject as of April 15, 1966 in the amount of $60,600.

Gene St. Clair
Right of Way Agent
Oregon State Highway Department

judgment of the appraiser that no allowance [illegible]

Auxiliary Power Plant: Good condition. Little use, and well-maintained. In the judgment of the appraiser, this item reflects 25% incurable physical deterioration. $1,500

Steel Lockers: It is the judgment of the appraiser that this item reflects 45% incurable physical deterioration 540

Total Accrued Depreciation - All Items 17,360

Total Depreciated Replacement Cost New - All Items 60,640

Rounded to $60,600

Mathematical Recap of Depreciated Replacement Cost New.

Item	Replacement Cost New	Accrued Depreciation	Depreciated Replacement Cost New
Building	$66,800	$15,320	$51,480
Landscaping	4,000	0	4,000
Auxiliary Power Unit	6,000	1,500	4,500
Steel Lockers	1,200	540	660
	$78,000	$17,360	$60,640
		Rounded to	$60,600

Correlation:

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Since the building is relatively new and is considered to be operating at its highest and best use and will continue in the foreseeable future to be used in much the same manner, it is the opinion of the appraiser that most credence be given the replacement cost new less depreciation which indicates a value for subject as of April 15, 1966 in the amount of $60,600.

Gene St. Clair
Right of Way Agent
Oregon State Highway Department

Photo Record of Subject Property

File No._____
Photo No._____1_____
Comments:

Front of building - First floor level. Looking Northwesterly.

Photo No._____2_____
Comments:

Rear of building, Looking Easterly.

Photo No._____3_____
Comments:

Side view - Looking Southeasterly.

Photo Record of Subject Property

File No._____
Photo No. 4
Comments:

Side view of building showing parking lot looking Northerly.

Photo No. 5
Comments:

Another view of building showing proximity to bridge looking Northeasterly.

Photo No. 6
Comments:

Another front view from bridge level with Chamber of Commerce building in foreground looking Southerly.

FILE No._____

GENERAL REPORT

9. XXXX

AFFIDAVIT OF APPRAISER

State of Oregon)
) ss
County of Multnomah)

File No._____

I, Gene St. Clair, being duly sworn, depose and say:

That I have personally inspected the property herein appraised on April 15, 1966 (dates). That I have knowledge of and have verified the sales of other properties used in arriving at my estimate of value and that no pertinent information has been withheld.

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct; subject to the limiting conditions therein set forth.

That I understand that such appraisal is to be used in connection with the acquisition of right of way for a highway to be constructed by the State of Oregon with the assistance of Federal-aid highway funds and that to the best of my knowledge such appraisal has been made in conformity with the appropriate State laws, regulations, and policies and procedures applicable to appraisal of right of way for such purposes, and that to the best of my knowledge no portion of the value assigned to such property consists of items which are noncompensable under the established law of said State.

That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised. That I have not violated Section 1.33 Code of Federal Regulations title 23-Highways regarding "conflicts of interest," and that I have no interest in other property within this section of proposed highway improvement.

That the contents herein are confidential in nature, that I will not reveal the findings and results of such appraisal to anyone other than the proper officials of the State Highway Department of said State or officials of the Bureau of Public Roads until authorized by State officials to do so, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the Oregon State Highway Department for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be required by the Oregon State Highway Department in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

_____
Witness

_____
Signature

IN WITNESS WHEREOF, the said Gene St. Clair has hereunto set his hand and seal.

Subscribed and sworn to before me this 28th day of April, ____, 1966.

_____
Notary Public

I, Gene St. Clair, being duly sworn, depose and say:

That I have personally inspected the property herein appraised on April 15, 1966 (dates). That I have knowledge of and have verified the sales of other properties used in arriving at my estimate of value and that no pertinent information has been withheld.

That to the best of my knowledge and belief the statements contained in the appraisal hereinabove set forth are true, and the information upon which the opinions expressed therein are based is correct; subject to the limiting conditions therein set forth.

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That neither my employment nor my compensation for making this appraisal and report are in any way contingent upon the values reported herein.

That I have no direct or indirect present or contemplated future personal interest in such property or in any benefit from the acquisition of such property appraised. That I have not violated Section 1.33 Code of Federal Regulations title 23-Highways regarding "conflicts of interest," and that I have no interest in other property within this section of proposed highway improvement.

That the contents herein are confidential in nature, that I will not reveal the findings and results of such appraisal to anyone other than the proper officials of the State Highway Department of said State or officials of the Bureau of Public Roads until authorized by State officials to do so, or until I am required to do so by due process of law. It is clearly understood by me that this appraisal has been requested by the Oregon State Highway Department for the purposes of negotiations or contemplated or pending litigation to acquire the property evaluated herein; that I will provide such additional appraisal services as may be required by the Oregon State Highway Department in the valuation of this property; and, if called upon to do so, I will defend this appraisal in court.

_____
Witness

_____
Signature

IN WITNESS WHEREOF, the said Gene St. Clair has hereunto set his hand and seal.

Subscribed and sworn to before me this 28th day of April, 1966.

_____
Notary Public

My Commission Expires June 14, 1968.

FINAL PAGE

RECEIVED
SEP 28 1966
FORM E-BOX 5010 3-68 48500

FOR FILING
I-26-1172

NOTED
R. L. PORTER

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 27, 1966

To: Mr. Tom Edwards
Assistant State Highway Engineer

SUBJECT: Administrative Building
Portland-Vancouver
Interstate Bridge

Building

Following completion and approval of the appraisal of the Administration building at the Portland-Vancouver Interstate Bridge made by our staff a conference was held between our appraisal staff and their opposite members of the Washington Highway Department staff. Mr. Harold Blecka, Supervisor, Appraisal Section, represented the Washington department.

Our appraisal was presented to Mr. Blecka, and discussed, with few, if any, objections on his part. A copy of the appraisal was furnished him.

In reviewing the memorandum of understanding between Mr. Cooper and Mr. Prahl it appears the Washington staff was to also make an appraisal. To the best of my knowledge this has not been done. It is our understanding that Mr. Blecka was hopeful that his review of our appraisal would meet the requirements.

Since we have heard no further from Mr. Blecka, it is felt that he concurs with our appraisal. It would, therefore, seem appropriate that a letter be directed to Mr. Prahl calling his attention to the foregoing and requesting final adoption of the appraised value of $41,800 for the building for close-out purposes.

Mr. St. Clair's appraisal and Mr. Carl Smith's review and comments thereon are attached for General Files.

G. K. ROHDE
Chief Counsel

GKR:bg
Attachments

CC - Mr. R. L. Porter
Mr. Vic Wolfe
Mr. D. M. Moehring
Mr. Carl Smith

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 30 1966
FOR FILING

OL-1172

6940

August 30, 1966

Mr. D. B. Hedges
Executive Secretary
Washington Toll Bridge Authority
Highways-Licenses Building
Olympia, Washington 98501

Dear Mr. Hedges:

I have your letter of August 23 re removal of tolls on the Portland-Vancouver Interstate Bridge (I-5). This matter has been discussed with the Oregon State Highway Commission who is in accordance with the thinking of the Washington Toll Bridge Authority. Please contact Assistant State Highway Engineer Tom Edwards with respect to details.

Commenting on your reference to "commemorating ceremonies", I have been keeping very quiet, hoping that this subject would not come up. While I realize that some people thrive on "Pomp and Circumstance", I personally can generate but little excitement. These things always take a lot of time of busy people. They invariably snowball, as everyone wants into the act and I doubt accomplish much. It has been my hope that at Low 12 on October 31, the toll takers could "Fold their tents like the Arabs and silently steal away".

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc R. L. Porter
Tom Edwards
Victor D. Wolfe

DANIEL J. EVANS, Governor
Chairman of Authority
GEORGE D. ZAHN, Chairman
State Highway Commission
ELMER C. HUNTLEY, Member
State Highway Commission
JAMES M. BLAIR SR., Member
State Highway Commission
RICHARD H. DOUGLAS, Member

STATE OF WASHINGTON

C. O. PRAHL, Director of Highways
Ex Officio Member
D. B. HEDGES
Executive Secretary of Authority

WASHINGTON TOLL BRIDGE AUTHORITY

HIGHWAYS-LICENSES BUILDING
OLYMPIA, WASHINGTON 98501

August 23, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

RE: Portland-Vancouver Interstate Toll Bridge
Removal of Tolls

Dear Mr. Cooper:

The Washington Toll Bridge Authority, at its meeting of August 16, 1966, stipulated the date of November 1, 1966 for the removal of tolls on the Portland-Vancouver Interstate Toll Bridge.

As you are aware, representatives of our respective departments have been working very closely to accomplish all elements of maintenance necessary to bring the structure to standard prior to the removal of tolls. As a result of these efforts, all elements of maintenance or provision therefore will have been satisfied and funds made available to satisfy the costs thereof including funds necessary to call all remaining bonds, pay interest thereon and all other costs incident thereto by November 1, 1966. The date of November 1 was reviewed with your representatives and full concurrence was expressed. By action of the Authority, we are likewise directed to further review these matters with your department in order to provide for an orderly removal of the tolls, the disposition of properties and such other matters as might be incident to the transition.

It is respectfully requested that these activities be reviewed by your department and that a status report be submitted in order that an updated check list can be prepared for the guidance of all concerned. We would appreciate your review of this matter and advice thereon, at your early convenience. This office will be responsible for establishing the mechanics necessary to finalize the debt service obligation.

The Authority did not offer any guidelines from the standpoint of commemorating ceremonies with respect to the removal of tolls and I think it appropriate that you offer your expressions in this regard. Generally, with respect to

facilities of this nature within the jurisdiction of the Authority, there has always been some type of activity in this regard and I would assume that some thought should be extended to this matter.

If you feel that this type of activity is appropriate, I know that our Public Information Office will be happy to cooperate with your department in developing a program to commemorate the removal of tolls.

Very truly yours,

WASHINGTON TOLL BRIDGE AUTHORITY

By: D. B. HEDGES
Executive Secretary

DBH:it

cc: C. G. Prahl
C. C. Nichols
Wm. Dugovich

RECEIVED
AUG 26
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 26 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 23 1966

FORM E-30 9OM 7-64 SP*6228-734

Portland
24-1172
C77.0

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 18, 1966

SUBJECT: Administrative Building
Portland-Vancouver
Interstate Bridge

To: Mr. Tom Edwards
Assistant State Highway Engineer

Building

In connection with the close out of the joint agreement with the State of Washington for the operation of the above bridge as a toll facility, you have requested that an appraisal be made of the existing administration building.

Such an appraisal has been made by Mr. St.Clair, of our appraisal staff, and has been reviewed by Mr. Carl Smith, Supervisor of our Appraisal Section. A copy of the appraisal and Mr. Smith's comments are attached hereto. In view of the location and special purpose of this building the use of the familiar concept of appraisal on the basis of its fair cash market value is inappropriate. I believe the appraisal has been made on the only applicable basis and represents a fair value as between the two parties.

Discussions have been held between our appraisal staff and members of the staff of the Washington State Highway Department. The Appraisal Supervisor of the Washington department has requested that they be furnished a copy of this appraisal. The furnishing of such copy will not be made until it has been studied and approved by administration of the Oregon Highway Department. It would be appreciated if you would advise us of such approval, at which time a copy will be furnished the Appraisal Supervisor for the Washington State Highway Department.

Approved 8-22-66
Asst. State Hwy. Engr.

copy to G E Rhode w/enc. 8 22 66

G. E. ROHDE
Chief Counsel

GER:hg
Attachment

cc - Mr. R. L. Porter
Mr. Vic Wolfe
Mr. D. H. Moehring
Mr. Carl Smith

RECEIVED
AUG 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 23 1966
26-1122

COMMISSIONERS
GEORGE [illegible]
METHOW 98834
ROBERT L. MIKALSON
CENTRALIA 98531
JAMES M. BLAIR, SR.
PUYALLUP 98371
HAROLD WALSH
EVERETT 98201
ELMER C. HUNTLEY
THORNTON 99176

LORENZ GOETZ, SECRETARY
OLYMPIA 98501

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98105
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 52
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
509 FAIRVIEW AVE. NO.

August 11, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Building
Salem, Oregon

Attention: Tom Edwards

Re: Vancouver-Portland Interstate
Toll Bridge Removal of Tolls

Dear Sir:

This letter will serve to confirm our telephone conversation of August 9 in regard to the removal of tolls on the Vancouver-Portland Interstate Bridge. We advised that the projection of revenue intake at this facility will be sufficient to redeem all outstanding bonds on November 1, 1966. This matter will be placed on the agenda for the next Toll Bridge Authority meeting, which is scheduled for August 16. It is anticipated that the Washington Toll Bridge Authority at this time will formally adopt a date for the removal of tolls at this facility.

In addition to the accumulation of sufficient funds for redemption of the outstanding bonds, we have calculated that all work presently engaged in by your Department to update the structures in regard to maintenance will be accumulated within this period of time. It is recognized that certain of your existing contract work will necessarily have to be held over for completion during 1967, which involves the painting of the structures under current contract.

In order to accomplish the liquidation of the revenue bond funds set up for this facility and to provide for the proper division of residual funds between the State of Oregon and the State of Washington, specific legislation will be required by this State, and it is proposed that enabling legislation be introduced in the 1967 Legislature of the State of Washington.

We would appreciate any comment which you would have in regard to the anticipated date for toll removal and such commentary would be placed before the Toll Bridge Authority at their meeting of August 16.

Copy - Merchant
8-22-66

NOTED
TOM EDWARDS

We have reconsidered previous notification to you in regard to the disposition of the toll collection equipment at the subject bridge and as a result we desire to retain for this State's use the eight receipt printers now contained in the toll booths at the toll plaza. These are detachable units and have no counterpart or direct connection with other toll collection equipment. We would also like to retain for our use the traffic treadles in lanes 7 South, 4 South, and 6 North, together with their attached 50-foot electrical leads, and new spares not installed.

The contract for toll facilities removal should stipulate that all office equipment within the building outside of the area of the equipment room shall remain within the building. All other toll collection equipment and appurtenances could then become the property of the contractor as originally considered.

Very truly yours,

C. G. PRAHL, P. E.
Director of Highways

By: C. C. NICHOLS, P. E.
Assistant Director for Toll Facilities

CCN:es

cc: D. B. Hedges

RECEIVED
AUG 12 1966

RECEIVED
AUG 24 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

26-1172
6940

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

July 13, 1966

Oregon State Highway Commission

HOA Item - July 14 meeting

Gentlemen:

Before tolls are removed from the Portland-Vancouver Interstate Bridge, it is desirable to replace and revise the west guardrail. The present rail is in a depreciated condition and will have to be reconstructed in the foreseeable future. We recommend a project not to exceed $105,000, which will be financed with toll revenue.

The matter was approved by Chairman Jackson on June 15.

Very truly yours,

Forrest Cooper
State Highway Engineer

By R. L. Porter

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
A. E. Johnson
L. W. Rulien

NOTED
FLOYD QUERY

INTERSTATE BRIDGE TOLL COLLECTING ADMINISTRATION BUILDING

REMODELING ESTIMATE

Construct entrance vestibule		$ 2,500
Construct partitions	1730 sq ft at $3.50	6,055
Construct 2 counters and one typing desk		660
Level concrete floor with grout and lay asphalt tile	1350 sq.ft at $.50	675
Revise heating system ducts		500
Revise electrical wiring and install additional fixtures		1,500
Install new window sash	4 at $100	400
Move standby generator and extend emergency service		300
Paint entire interior		1,400
Paint entire exterior		1,000
Install plumbing and fixtures for ladies rest room		600
Install interior doors	10 at $50.00	500
Patch floor and asphalt tile in control equipment room		70
Construct drop ceiling in corridor, Travel Information and State Police offices, to cover heating ducts and plumbing pipes. (Using aluminum rails and acoustical tile sections.)	920 sq ft at $2.00	1,840
		18,000
	Contingencies 10%	1,800
	TOTAL	19,800

GDA:ib
7-12-66

FORM E-30X—50M—1-66 SP*19102-734

RECEIVED
JUN 17 1966
LEGAL & RIGHT OF WAY

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

June 15, 1966

SUBJECT: Administrative Building
Portland-Vancouver Interstate Bridge

To:

Memo to the file

In response to a telephone call from Charles Fisher, Chief Review Appraiser for the Washington State Highway Department, John Castricano and myself today met with Fisher and Lyle Manfull, Right of Way Supervisor at Vancouver, Washington. Our common problem is the preparation of an appraisal setting forth the residual value of the above-mentioned Administrative Building. The purpose of the appraisal is to facilitate a close-out agreement with the State of Washington to dispose of capital improvements at the Interstate Bridge at the time it becomes toll free. Fisher is much concerned, as are we, regarding a basis for this appraisal. The usual market value approach cannot be used since this is an improvement that cannot be measured on the open market. The cost less depreciation method is not sufficient since the building in its present form cannot be used by the Oregon State Highway Department. Information received from Cliff Maison in the Accounting Department indicates that the State Police and two maintenance department permit clerks and an information center for tourists will be located in the building in the near future. The parking lot is inadequate to serve this type of use and the interior of the building will require considerable remodeling and redecorating.

It was tentatively agreed today at our conference with the State of Washington Highway people that we would prepare an appraisal using the cost less depreciation method further modified by the anticipated cost to remodel the building for our use. Fisher has agreed to write a memo to his superiors suggesting that this is a logical approach and recommending that they concur. This matter was discussed via telephone this afternoon with Cliff Maison who will in turn relay the message to Tom Edwards.

Within the next few days, I will go to Salem and discuss the matter with D. H. Moehring with the idea of getting our remodeling plans and the anticipated cost. The Right of Way people in the Washington Highway Office have been ordered by their superiors to have their appraisal prepared by August 1st. They have requested that we try to have an appraisal in their hands by that time. To the best of my knowledge there have been no plans made for further use of this building and it may not be possible for our appraisal to be prepared by that date.

J. J. Smith
District Right of Way
Supervisor

JJS:jrh

cc: D. H. Moehring
G. E. Rohde
C. H. Maison

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

OFFICE OF DISTRICT ENGINEER
4200 MAIN STREET
VANCOUVER, WASHINGTON

June 15, 1966

To: Mr. C. G. Prahl/Attn. Mr. C. C. Nichols, P.E.

From: W. A. Bulley:L.Manfull:C.Fisher:ncl

Subject: Vancouver-Portland Interstate Bridge

C

Today we met with Mr. J. J. Smith and John Costricano, the Right of Way Supervisor and District Appraiser respectively for the Oregon Highway Department, concerning the appraisal of the administration building located at the Interstate Bridge Toll Gate facilities.

O

Some of the problems involved in appraising such a structure is that it is a special use building with limited market data available. The site itself is owned by the State of Oregon.

P

The building can be used by another Oregon agency if some remodeling work is done.

Y

The Oregon Highway Department will appraise the building as if new and deduct the depreciation which has accrued. This appraisal will pertain to only the basic building and its parking area.

The costs of remodeling will be deducted from the depreciated cost of the structure which will give us a use value to the State of Oregon.

Upon receipt of this information from Oregon the appraisal section for the State of Washington will review their conclusions.

cc: Mr. W. A. Bulley
Mr. L. Manfull
Mr. C. Fisher
Mr. J. J. Smith

Make Copy for Bob Ver. Mailing. Cliff Mason

RECEIVED
MAY 25 1966
FORM E-30 80M 3-66 SP*6470-734

FOR FILING
26-1172
C940

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1966

To:

SUBJECT: Anticipated closing of Toll Booths--Interstate Bridge Vancouver

Tom Edwards
Assistant State Highway Engineer
B U I L D I N G

An estimate on the number of days which could be deducted from the anticipated closing of the toll booths on the interstate bridge at Vancouver, due to a saving of $122,727 on the bridge painting contract, is as follows:

Based on an estimated net income per day:
For the month of December, 1966, of $6512
which divided into the savings of $122,727
on the painting contract would equal the
income for 18.84 days.

The increase in traffic over the bridge for the past three months over the same three month's last year amounted to an average of a little over 10%. Provided the above increase carries through to December, the saving could be increased to approximately 20 days.

I was unable to locate a letter which pinpointed a particular day for closing the tolls. All the information which I could find stated the closing could be sometime between the 1st and 31st of December. Upon this basis, the estimated date of closing could be sometime between the 10th of November and the 10th of December.

RECEIVED
MAY 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

E. S. Hunter
Maintenance Engineer

By E. Hunter

E. F. Chidsey
Service and Equipment Engineer

NOTED
KEN EDWARDS

EFC:hl

RECEIVED
APR 14 1966
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 13, 1966

SUBJECT:

26-1172

6945

To: Mr. Carl Smith
Appraisal Supervisor

Office

Would you please have a staff appraisal made of the existing Administration building located adjacent to the toll plaza on the Vancouver-Portland Interstate Bridge in accordance with the direction in Mr. Edward's letter of April 11, 1966, under Item 4.

The Administration building is to remain in use after the discontinuance of the collecting of tolls. Mr. Hunter will have the information in that regard.

A copy of Mr. Edward's letter is attached as well as a copy of the Memorandum of Understanding with the Washington Highway Department relative to discontinuance of tolls. The Memorandum indicates the reason for the appraisal and your attention is called to the fact that a staff appraisal is also being made by a member of the Washington Highway Department.

Please schedule the completion of the appraisal without delay.

C. E. ROHDE
Chief Counsel

CER:hg
Attachments

CC - Mr. D. H. Moehring
Mr. Tom Edwards
Mr. Frank McKinney

NOTED
TOM EDWARDS

RECEIVED
APR 15 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 13 1966
FOR FILING
26-1172
6940

April 12, 1966

Mr. C. H. Prahl
Director of Highways
Washington Department of Highways
Highways-Licenses Building
Olympia, Washington

Dear Mr. Prahl:

I have discussed with our people the proposed Memorandum of Understanding concerning the closing out of the toll operation on the Interstate Bridge between Portland and Vancouver.

We find the Memorandum satisfactory and a signed copy is enclosed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

Enc.
cc Forrest Cooper
Tom Edwards
Victor D. Wolfe
I. D. Marchant
G. E. Rohde
E. S. Hunter

TE:jwa mc

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

COMMISSIONERS
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THORNTON
ROBERT L. MIKALSON
CENTRALIA

LORENZ GOETZ, SECRETARY
OLYMPIA

WASHINGTON
STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. G. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
6431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 327
NO. 4 VANCOUVER 98663
4600 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 58
NO. 6 SPOKANE 99205
N. 2714 MAYFAIR ST.
NO. 7 SEATTLE 98109
909 FAIRVIEW AVE. NO.

April 6, 1966

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Re: Vancouver-Portland Interstate Bridge

Dear Mr. Cooper:

In order that an initial basis can be established for an orderly transition from a toll facility to a free bridge in accordance with the existing agreement dated April 27, 1955, between the States of Washington and Oregon, with respect to the Vancouver-Portland Interstate Bridge, may we suggest mutual consent to a memorandum of understanding for accomplishments to the time of toll removal? The contents of the memorandum, which is attached hereto, are based on discussions held on the subject matter on February 18, 1966, between Mr. T. Edwards and Mr. C. Mason of the Oregon Department of Highways, and Messrs. D. B. Hedges, C. C. Nichols, G. Stevens, T. W. Hansen, and E. G. Nettleton of the Washington Department of Highways.

It is proposed that this document serve as guidelines to establish the various responsibilities for necessary actions prior to entering into a governing maintenance and operation agreement subsequent to the removal of tolls. If this approach meets with your approval and you find the suggested items acceptable, we will be pleased to receive a ratified copy or hear of any suggested changes.

Very truly yours,

C. G. PRAHL, P. E.
Director of Highways

CGP:es

Attachment

cc: Mr. C. C. Nichols

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APR 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

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APR 7 - 1966
OREGON
STATE HIGHWAY COMMISSION

MEMORANDUM OF UNDERSTANDING

P U R P O S E

It is the mutual desire of the State of Oregon and the State of Washington to establish definite guidelines for the necessary accomplishment of actions and activities with respect to the Vancouver-Portland Interstate Bridge for an orderly transition from a toll facility to a free bridge. Such a procedure being evidently intended in that certain agreement between the two States dated April 27, 1955. It is understood that this Memorandum of Understanding does not constitute a formal agreement between the two States but only an official intent for those things stated and deemed to be in the best interest of the State of Oregon and the State of Washington.

G E N E R A L U N D E R S T A N D I N G S

Through previous conferences between officials of the respective States, it has been concluded that neither State can effectively or economically utilize the type of toll equipment and appurtenances currently in use at the Vancouver-Portland Interstate Bridge and consequently it will be to the best interest of the States, to realize a residual value, to provide that such equipment will become the property of the successful contractor for the removal of the toll plaza and equipment.

The existing administration building represents a capital improvement, accomplished under the enabling agreements, and therefore should be recognized in benefits to the two States in the close-out arrangements. It is therefore acceptable to the principals of this memorandum to accept an evenly divided value based on staff appraisals as provided herein. The value to be received by the State of Washington will be recognized through appropriate deductions of the final accounting residual fund distribution following the closing of all toll revenue accounts and bond obligations. Such revenue residuals are to be evenly divided between the two States.

R E S P O N S I B I L I T I E S O F O R E G O N

1. The Oregon State Highway Department will prepare the plans, specifications and cost estimates for the work necessary to bring the bridge structures to 100% maintenance standard as itemized in Oregon's letters of February 25 and March 24, 1966.

2. Oregon will cause the maintenance and improvement work to be accomplished by either State force work or by contract, as appropriate.

3. Oregon will prepare the plans, specifications and cost estimates for the removal of the toll plaza and appurtenances which will provide for all toll equipment to be the property of the contractor.

4. Oregon will prepare a staff appraisal of the existing administration building for the purpose of jointly establishing a price of the structure for benefit acknowledgments.

5. Oregon will prepare an agreement for the maintenance and operation of the bridge to apply subsequent to the removal of tolls. This activity is to be in accordance with the appropriate provisions in the existing agreement dated April 27, 1955.

RESPONSIBILITIES OF WASHINGTON

1. Washington will do those things necessary to finalize the revenue bond indenture and provide for the close of the various bank and trust accounts.

2. Washington will maintain personnel to transact refunding of outstanding toll tokens as may be required.

3. Washington will prepare a staff appraisal of the existing administration building for the purpose of establishing an agreeable close-out price.

4. Washington will reimburse Oregon, from available revenue funds, all costs pertaining to engineering and construction for work of bringing the structures to 100% maintenance condition.

Accepted

C. G. PRAHL, Director
Washington Department of Highways

FORREST COOPER, State Highway Engineer
Oregon Department of Highways

April 12, 1966

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FOR FILING
26-1172
6940

COMMISSIONERS
GEORGE DEARIN, CHAIRMAN
METHOW
JAMES M. BLAIR, SR.
PUYALLUP
HAROLD WALSH
EVERETT
ELMER C. HUNTLEY
THORNTON
ROBERT L. MIKALSON
CENTRALIA
LORENZ GOETZ, SECRETARY
OLYMPIA

STATE OF WASHINGTON
DANIEL J. EVANS, GOVERNOR

WASHINGTON STATE HIGHWAY COMMISSION
DEPARTMENT OF HIGHWAYS

C. O. PRAHL, DIRECTOR
HIGHWAYS-LICENSES BUILDING
OLYMPIA

DISTRICT OFFICES
NO. 1 SEATTLE 98108
8431 SO. CORSON AVE.
NO. 2 WENATCHEE 98801
P. O. BOX 98
NO. 3 OLYMPIA 98501
P. O. BOX 367
NO. 4 VANCOUVER 98663
4200 MAIN STREET
NO. 5 YAKIMA 98901
P. O. BOX 88
NO. 6 SPOKANE 99208
N. 8710 MAYFAIR ST.
NO. 7 SEATTLE 98109
800 FAIRVIEW AVE. NO.

Edwards

REFERRED TO
Admin
BY SECRETARY

March 17, 1966

Portland State College
Post Office Box 751
Portland, Oregon 97207

Attention: J. Malcolm McMinn
Director of Facilities Planning and Operations

Re: Vancouver-Portland Interstate
Bridge Toll Equipment

Gentlemen:

By letter of February 10, 1966, we advised that subsequent to February 18, 1966, we would inform you of the ultimate disposition of the toll collection equipment for the Vancouver-Portland Interstate Bridge when tolls are removed from the facility.

It has been concluded by the Oregon State Highway Officials and the Washington State Highway Department, that the contract for the dismantling of the toll plaza will contain a provision wherein the demolition contractor will retain all removed equipment from the facility. It will therefore be necessary that anyone wishing to acquire the equipment will have to make prior arrangements with the contractor, either before or after the opening of bids for the demolition work. Undoubtedly, any interested contractor submitting a proposal for the work will be desirous of having an outlet for the sale of the equipment prior to submitting a proposal, thereby having the benefit for bidding purposes. No firm date has yet been established when the tolls will be removed; however, at this time it appears that the tolls will remain until the very early part of 1967.

NOTED
TOM EDWARDS

Left [illegible] 3-22-66

The Oregon State Highway Department will be the agency preparing the demolition contract and will be able to provide you with a list of bidders at such time as a calling for bid has been issued. It is suggested that any further interest which you may have in this equipment be directed to the Oregon State Highway Department.

Very truly yours,

C. C. PRAHL, P. E.
Director of Highways

By: C. C. NICHOLS, P. E.
Assistant Director for Toll Facilities

CGP
CCN:es

cc: Oregon State Highway Department

RECEIVED
MAR 1 8 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 8 1966
OREGON
STATE HIGHWAY COMMISSION

6-1124 #6941 Coos Bay-Davis Slough Sec., Oregon Coast Hwy. (Grad., and paving) 1966

RECEIVED
APR 12 1967

1124
6941

April 12, 1967

Seaboard Surety Company
315 Montgomery Street
San Francisco, California

Gentlemen:

Contract No. 6941 awarded to Coos Bay Dredging Co. for grading and paving on the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County was completed on December 23, 1966, and accepted by the Highway Commission on April 10, 1967.

Final payment in the amount of $4,849.00 will be released to the contractor after April 19, 1967. The total contract amount is $82,755.98 including $2,875.51 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Coos Bay Dredging Co.
P.O. Box 217
Coos Bay, Oregon 97420

Seaboard Surety Company
100 William Street
New York 38, New York

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
APR 12 1967
FOR FILING

6-1124

Fred W. Hill, Number
Helix 6941

April 10, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed December 23, 1966, on Contract No. 6941. The contract was with Coos Bay Dredging Company and was for grading and paving on the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 10, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Flor[illegible]Query
[illegible]. Porter
[illegible]. B. Klaboe
[illegible]. D. Wolfe
[illegible]. D. Morgan
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

RECEIVED
APR 12 1967

6-1124
6441

1

March 15, 1967

no. 8

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon 97420

Gentlemen:

The State Highway Commission at its meeting on March 14, 1967, considered your request for an extension of time on Contract No. 6941 on the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional 5 calendar days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

ge

cc: L. R. Chandler
Wayne Oberding
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
FEB 20 1967
FOR FILING

6-1124

6941

February 17, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 8
March 14, 1967 meeting

Gentlemen:

Coos Bay Dredging Company, contractor on the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County, Contract No. 6941, requests a 10-calendar-day extension of the contract time. The contractor bases his request on subgrade drainage work added to the contract and poor weather that slowed progress in the later phase of the project.

Two unplanned perforated drain installations were added to correct soft grade conditions. This work involved five calendar days for which extension is recommended. The weather factor is not a valid reason for time extension under the applicable specifications and circumstances.

This is a State project. It was completed December 23, 1966, after 33 penalty days had elapsed. The five-calendar-day extension recommended will leave 28 penalty days remaining, which amounts to $2100 liquidated damages.

This matter will be on the agenda for your consideration at the March 14 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
C. H. Maison
L. R. Chandler

JAB:sg bg

E-7220 (Rev.)—SM—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date 1/12/67, 19....

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 40 days to 50 days, within which to complete our Contract No. 6941, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please refer to attached copy for itemization of request.

Respectfully submitted,

COOS BAY DREDGING CO.,
Contractor

By Jack McLeod
President.

CONSENT OF SURETY

Date January 18th, 19 67

We, SEABOARD SURETY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Edw. I. Broz
Edw. I. Broz, Attorney-in-fact

(SEAL)

JANSEN & ROWLAND, INC. OF OREGON
Resident Agent
Portland, Oregon

By Ethel Waldron
Resident Agents For Oregon

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6941 Contractor Coos Bay Dredging Company

Highway Oregon Coast

Section Coos Bay-Davis Slough

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted] GRANTED. The reasons for such recommendation are as follows:

Recommend 5 day extension for subdrain work.

Recommended for Approval:

Jay B Boyd
Division Engineer

Edward E Bard
for Construction Engineer or Bridge Engineer

F B Klaboe
Assistant State Highway Engineer

Contract No.	6941
Project designation	State (State-Federal)
Date awarded	Sept. 29, 1966
Work started	Oct. 12, 1966
Per cent completed	100% 12-23-66 (Date)
No. of Workdays Allowed	Calendar days 40
No. of Workdays Used	73
No. of Added Workdays Requested	10

State Printing 27009

1. Section A - Detour.

Paving was delayed on Detour as per the following:
Excavate and Backfill to Pipe Level, Place Pipe and Sand Backfill to Grade. Compact with Roller.
Note: Mr. W. Oberding, Resident Engineer, requested stoppage of Paving until this work was completed. Not included on Plans and Specifications.
12/9/66 - 12/13/66 5 Days.

2. Section B - Shoulders.

Excavate and Backfill to Pipe Level, Place Pipe and backfill to Grade.
Note: Mr. Oberding requested stoppage until the work was completed.
12/19/66 - 12/21/66 incl. 3 Days.

3. We further request completion date be 12/21/66 due to weather conditions which prevented completion of embankment. A short break in the weather was our only opportunity for completion, and Guide Posts couldn't be installed until this was placed.
11/22/66 - 11/23/66 2 Days.

Request for Extension 10 Days.

If you will note on the weekly calender day charges, we were never issued 1 single day nor even 1/2 day due to the weather and during that time many stormy days prevailed.

Please study weather reports from 12/4/66 until completion. When rain and wind storms prevail, there is no such thing as 100% working conditions in the Coast Area.

FORM E-90 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 14, 1967

To: Mr. F.B. Klaboe
Assistant State Highway Engineer

BUILDING

SUBJECT: Coos Bay-Davis Slough
Contract No. 6941
Request for Time Extension

Coos Bay Dredging Company, contractor on the subject project, requests a 10 calendar day extension for three reasons:

1) Excavating a soft area and placing unplanned perforated pipe drain at Unit "A" detour (5 days).

2) Unplanned perforated pipe installation on Unit "B" (3 days).

3) Completion be considered as December 21 instead of December 23 because weather delayed compaction of curb backfill where sight posts had to be placed. (2 days)

This project was actually completed December 23, 1966 after 33 penalty days had accrued, at $75 per day, amounting to $2,475 in damages. The total contract payment underran the contract amount by 8%. When the specified 40 days expired November 20, the contract was only 42% complete and none of the situations set forth as basis for the extension had occurred yet.

The unplanned perforated pipe work did delay subsequent work that had to be done in the same areas. It was done December 9, 10, 19, and 20. We recommend these days plus one more, the 11th (which was a Sunday) for a total of 5 calendar days be allowed. The slow progress during the earlier stages of the project caused it to continue on into poorer weather, but we do not believe it is the intent of the specifications to grant extension in such a situation.

This is a State project under the 1966 General Special Provisions with respect to time. After the 5-day extension recommended, 28 penalty days will remain, amounting to $2,100 liquidated damages. A rough draft letter to the Highway Commission is attached.

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OFFICE OF
STATE HIGHWAY ENGINEER

F.D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB:sg
Attachment

cc: L.H. Young

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coos Bay-Davis Slough		WEEK ENDING: 3 January 1967
		SECTION PREFIX: 6-1124
HIGHWAY: Oregon Coast		COUNTY: Coos
NAME OF JOB: Coos Bay-Davis Slough	KIND OF WORK: Grading & Paving	
CONTRACTOR: Coos Bay Dredging Co.	CONTRACT NUMBER: 6941	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 29 September 1966	DATE WORK STARTED: 12 October 1966	ESTIMATED COMPLETION DATE: 23 December 1966
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 40	CALENDAR DAYS USED 73
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 108,582.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 100,022.24	ENGINEERING AUTHORIZATION $ 7,721.44	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 86,760.05	ENGINEERING COST TO DATE $ 13,262.19	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 13.3 %	PERCENT OF AUTHORIZATION 171.8%	DATE PROJECT WAS COMPLETED: 23 December 1966

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	~~PAVE~~ SURFACING	MAT'L. PROD		
100	100	100	100	100	100		

	GRADING	SURFACING	~~MAT'L. PROD~~ Surfacing	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.47	0.62	0.62		0.62
MILES PARTIALLY COMPLETED	0.47	0.62	0.62		0.62
MILES COMPLETED	0.47	0.62	0.62		0.62
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1,700 cy	3,900 cy	7,300 ton		2,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	2,023 cy	4,680 cy	5,047 ton		1,889 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,023 cy	4,680 cy	5,047 ton		1,889 ton
AVERAGE DAILY QUANTITIES	0	0	0		0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	0		0
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT	0	0	0		0

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT	No Bridges							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Cloudy	0		
MONDAY	Cloudy	0		
TUESDAY	Rain	0		
WEDNESDAY	Rain	0		
THURSDAY	Rain	0		
FRIDAY	Overcast	0		
SATURDAY	Overcast	0		

RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity "Holiday"
MONDAY	No Activity "Holiday"
TUESDAY	No Activity
WEDNESDAY	No Activity
THURSDAY	No Activity
FRIDAY	No Activity
SATURDAY	No Actigity

REMARKS

Office staff working on Semi Final

SIGNED Michael B Smith LOCATION North Bend, Ore.
W.J. Oberding, by M.B. Smith

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

Southern Pacific Company

A. W. KILBORN
SUPERINTENDENT
B. W. BISHOP
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

251 UNION STATION, PORTLAND, OREGON 97209

V. R. RUSSELL
ASSISTANT SUPERINTENDENT
DUNSMUIR, CALIF., 96025

Routing
Parker
Bond
Barbee
Walker
Olson
Smith
Trout
Scott
Wills
Litchfield
Olson

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NOV 14 1966
CONSTRUCTION
DIVISION

November 9, 1966

IN REPLY PLEASE REFER TO
323-3

Mr. F. D. Morgan
Construction Engineer
Oregon State Highway Department
Salem, Oregon, 97311

Attention: Mr. T. W. Litchfield
Utilities Liaison Engineer

Dear Sir:

Referring to your letter of September 12, 1966, regarding reconstruction plans of Coos Bay-Davis Slough Section of Oregon Coast Highway in Coos County.

As no additional easement is required for this improvement and in order to allow the State to proceed with its intended highway construction, Southern Pacific Company hereby permits the State of Oregon, its employees, agents, and contractors to enter immediately upon existing easement areas for this highway improvement as shown on State Highway plans submitted with your letter of September 8, 1966.

The permission herein granted is subject to the following conditions:

1. State agrees to assume the entire cost of said project and agrees to reimburse Southern Pacific Company for any expense incurred in making inspections deemed necessary by Southern Pacific Company of the work to be performed on subject property.

2. State is to make all arrangements for any necessary protection, alteration or relocation of facilities on subject property either owned or used by lessees of Southern Pacific Company, and State shall assume the responsibility of making arrangements for the protection, alteration or relocation of these facilities with said lessees.

If the foregoing is satisfactory, please arrange for acceptance on behalf of the State on the duplicate copy of this letter and return it to this office.

Yours truly,

A W Kilborn

Accepted this 18th day of November, 1966
on behalf of the State of Oregon acting by
and through its Highway Department.

By J B Klaboe Asst State Highway Engr.
Title

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NOV 2 - 1966
COMMISSIONERS
FOR FILING

GLENN L. JACKSON, CHAIRMAN
Portland
KENNETH H. FRIDLEY, MEMBER
Wasco
DAVID B. SIMPSON, MEMBER
Portland
FLOYD QUERY, SECRETARY
Salem

6-1124
6941

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
State Highway Engineer
R. L. PORTER
Deputy State Hwy. Engr.
G. E. ROHDE
Chief Counsel

November 1, 1966

Coos Bay Dredging Company
P. O. Box 217
Coos Bay, Oregon 97420

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6941 for grading and paving the Coos Bay-Davis Slough Section of the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

jk
Encl.

cc Seaboard Surety Company
San Francisco, California

Seaboard Surety Company
100 William Street
New York 38, New York

121-1131 N. Unit, Siletz-Toledo Sec., 1966
Siletz Hwy. (Grad., pav.)
#6942

RECEIVED
FEB 3 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

121-1131
6942

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 10, 1970

Oregon State Highway Commission

Pulled from negotiation - but available - funds in report

Gentlemen:

White Bros. Construction Company, Inc., contractor on the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County, Contract No. 6942, entered a lawsuit against the State in 1969 seeking $199,785.46 as additional compensation for construction of the project.

This contract was awarded in October of 1966 for complete reconstruction of 2.81 miles of the Siletz Highway. Poor soil conditions, slides, high moisture conditions, and difficult foundation conditions were encountered. The project was completed in the fall of 1968, approximately one year late. The conditions warranted an extension of the contract time, which has been approved.

The contractor filed the lawsuit somewhat prematurely in that he had not utilized the remedies available to him for settlement of the claim. After the filing, several meetings have been held before the Claims Review Board. The Board has found that six of the 17 parts of the claim encompassed in the suit are valid in the amount of $36,000. Negotiations by the counsel for the contractor and our Chief Counsel have indicated that a lump sum settlement in the amount of $60,000 can be achieved. The Claims Review Board has considered this matter and recommends acceptance of this figure as a compromise settlement of all claims.

This matter was discussed with the Chairman and his verbal approval of the settlement was received on December 9, 1970.

Included in Lindas report of Cases settled 1-7-71

NOTED
FLOYD QUERY

The matter will be on the agenda for confirmation at the January 5 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
V. E. Skoog
R. D. Asburry

NORTH UNIT, SILETZ-TOLEDO SECTION
CONTRACT NO. 6942

Six parts of claim (out of 17 total) on which adjustment is sanctioned.

No. 4 Overexcavation Station 144 - 148 Claimed 7,890 C.Y. @ $1.69 = $13,334.10

Actual sub-excavation Sta. 144 - 151 = 6,048 C.Y. Use Patterson sample price $1.26 - .44 bid (is based on cost for entire cut, may be low) .82 x 6,048 = $ 4,959.36

* NOTE: Not included in complaint is 3,735 C.Y. waste from 140 - 150 cut to outside R/W @ $3.42 (actual) - .44 (bid) = 2.98 x 3,735 = $11,130.30*
Could not get P.A. @ $1.50 per C.Y.

No. 5 Perforated Pipe Overrun (Bid $2.00 for 6") (2.70 for 8") Claimed 2,740' - 6" @ $1.75 + 9,226' - 8" @ 2.00 $23,247.00

Adjust on overrun quantity in fill areas only. Use lower adjustment price - 50% of bid

919' - 6" @ $1.00	$ 919.00
3,796' - 8" @ $1.35	5,124.60

No. 6 East Fork Mill Creek 10' x 10' Box Culvert (Lump sum bid item #20) $ 6,050.00

Adjust on overrun of Trench Excavation

1,816 Actual		
- 175 Plan		
1,641 C.Y. @ $3.10 bid price	$4,923.00	
Pay for rock as claimed 200 C.Y. @ $3.25	650.00	

No. 11. Disposal of Waste and refinishing at 5 locations within R/W $ 2,193.99

Pay as claimed $2,193.99

No. 12. 18 C.Y. Rock to repair erosion, Station 248 - 250 $ 90.00

Pay as claimed, 18 C.Y. @ $5.00 $ 90.00

No. 15 Rock Slope (behind rail) $ 3,437.00

Adjust for material 609 tons @ bid price of $3.20 $1,948.80

~~* Recommended~~	$20,808.75	
Recommended	$31,939.05*	
	As claimed	$48,352.09

(2 years interest on $31,939.05 @ 6% = $3,832.69 would = $35,771.74 total).

RECEIVED
AUG 11 1969
FO
121-1131

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 8, 1969

White Bros. Construction Company, Inc.
P. O. Box 683
Walla Walla, Washington 99362

RE: Contract Claims
Contract No. 6942
N. Unit, Siletz-Toledo Section

Gentlemen:

This is to acknowledge receipt of your claim letter of June 3, 1969 and Attorney H. H. Hahner's letter ofJune 4, 1969 relating to your performance of Highway Department Construction Contract No. 6942.

Several parts of the claim are apparently new matters presented without prior timely notice setting forth grounds as required by the contract specifications. Some remaining parts of the claim have been rejected in earlier communications to you from the project personnel.

We have fully reviewed your claims for additional compensation. Our resultant investigation indicates to us that the claims as presented are without merit and we must, therefore, reject the same.

We would, however, be willing to meet with you in Salem, on a date and at a time convenient, to explore every possibility of reaching an amicable solution to this problem.

Very truly yours,

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

JAB:fw
cc Mr. H. H. Hahner
bc: F. B. Klaboe
Floyd Query
R. D. Asburry
H. H. Patterson

RECEIVED
AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 18 1969
FORM E-20 (12-67)
FOR FILING

121-1131
6942

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 16, 1969

To:

2923

Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: N. Unit, Siletz-Toledo Section
Contract No. 6942
Assignment No. 2923-FBK

The 17-part claim covered by Mr. White's June 3 letter has been referred to Division 2 and we have had some preliminary discussion with Mr. Wimer. The response to this claim will be made over the signature of the Division Engineer but this must await some researching into field files.

The claim is obviously grossly lacking with respect to specification basis and derivation of money amounts. We believe most parts can be faulted on the timely notice point. The contractor apparently presents it as a measurement and payment claim limited by 90 days from the date of mailing of the final estimate to the contractor. This 90 days expired June 3, the same date as his letter.

Research of the files may produce evidence of proper notice on some parts and some of these eligible parts may have some merit for adjustment. Appropriate written response will be given to the contractor when the facts on the above points are available.

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw
Attach.
cc G. W. Wimer

RECEIVED
JUN 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

June 3, 1969

Mr. H. H. Patterson
Resident Engineer
State Highway Department
State of Oregon
Salem, Oregon97310

Re: Contract No. 6942
N. Unit-Siletz-Toledo

Subject: Contractor's Claim for Extra Compensation for Labor and Materials Furnished in Prosecution of Work Provided for Under Above-entitled Contract

Dear Sir:

Notice is hereby given that the undersigned, White Bros. Construction Co., Inc., a corporation, of Walla Walla, Washington, has a claim for additional work performed and materials furnished on the above-entitled contract for the sum of $199,785.46, which additional labor and material was not contemplated in the original bid nor were the conditions requiring the additional labor and materials set forth in the original plans and specifications submitted to bidders.

Substantial changes occurred during the prosecution of the above-entitled contract. Changes were made in road alignment and specification of materials. In addition, the contractor encountered such items as buried logs and wastes which were not disclosed to the bidders and could not have been foreseen by the contractor in making the bid.

Delays were encountered because of the failure of representatives of the Highway Department to make timely decisions and to lay out the project on schedule. The contractor was directed by the project engineer to use unsuitable materials which would not compact and then later directed the contractor to remove the materials and replace it with other suitable embankment materials.

The presence of springs and an unusual amount of water required substantial adjustments in pipe quantities and other construction material.

During the summer and fall of 1967, equipment and men were made available by the contractor to complete the project on time but because of indecision and delay by State representatives, the

contractor was unable to proceed on schedule. Consequently, the project was not completed until the fall of 1968 which resulted in a substantial loss and additional expense to the contractor.

Therefore, because of the conditions previously enumerated, substantial additional costs and extra labor and materials were required to fulfill the terms of the contract for the following items and in the following amounts:

1. Equipment usage for underground clearing of waste logs dumped under the fill and for the railroad trestle and piling for the full length of the railroad, which was dumped by the railroad builder from Stations 190 to 205; from Stations 215 to 225; from Stations 230 to 235; from 240 to 251; and from 258 to 262, all inclusive. Our costs have been calculated as follows:

Equipment	Hours	Operated Rate	Amount
(1) D-8 2U Cat	80	$ 22.46	$ 1,796.80
(1) D-8 14A Cat	80	24.36	1,948.80
(1) D-8 46A Cat	80	31.56	2,524.80
(2) TS-24 Euclid scrapers	160	47.78	7,644.80
(1) Lorain Crane	80	35.19	2,815.20
Labor to operate equipment			1,602.88
Total			$18,333.28

2. The re-alignment of the road bed from Stations 215 plus 23.88' to 231 plus 70.94' of approximately 30' was required by the State representatives because of water, mud and other conditions. The soil conditions were not as originally contemplated, or as set forth in the specifications. Additional costs of $1.00 per yard were incurred by us. Claim for this item is as follows:

Yardage per original plans between the Stations previously stated, 51,600 c.y. @ $1.00	$51,600.00

3. The mud and water conditions between Stations 139 to 148 were not as originally contemplated or as set forth in the specifications. Additional costs of $1.25 per yard were incurred. Claim for this item is as follows:

Yardage per original plans between Stations previously stated, 27,025 c.y. @ $1.25	$33,781.25

4. Mud conditions between Stations 144 to 148 resulted in State representatives directing the contractor to remove the mud 4' below initial grade as set forth in original plans and back-fill with granular filter material. Payment was made for the material only. Claim for this item is computed based on estimated yardage of the 4' excavation below grade as follows:

7,890 c.y. @ $1.69	$ 13,334.10

5. Water and soil conditions required over a 300 per cent over-run in 6" and 8" perforated pipe. The contractor incurred additional cost in ditching and the laying of this pipe in the amount of $1.75 and $2.00 per linear foot because of water, soil conditions and underground logs. Claim for this item is computed as follows:

2,740' 6" pipe @ $1.75	$ 4,795.00
9,226' 8" pipe @ $2.00	18,452.00
	23,247.00

6. The drainage structure at Station 166 plus 20' had to be excavated 1' below grade and rock and backfilled. Also, this structure was re-aligned resulting in excavation of approximately 1,800 c.y.'s rather than 175 c.y.'s as shown on the original plans. Claim for this item is computed as follows:

1,800 c.y. @ $3.00 per c.y.	$ 5,400.00
200 c.y. of Rock @ $3.25	650.00

7. The drainage pipe was pre-strut; however, the State Engineer required strut for the pipe, which requirement was not set forth in the original plans and specifications. Claim for this item is shown below:

184 ' @ $6.00 per foot $ 1,104.00

8. In order to lay pipe at Stations 167 to 177 the contractor was required to remove approximately 10 acres of alder stumps and other underground waste material. The original plans and specifications did not call for pipe in this area. Claim for this item is shown below:

Lump sum costs $ 5,000.00

9. The wooden box culvert removal and replacement at Station198 was re-aligned and additional excavation of 2,000 c.y.s was required. Claim for this item is shown below:

2,000 c.y @ $3.00 $ 6,000.00

10. A 34" pipe at Station 240 was laid too low at the direction of State personnel. Subsequently the contractor was directed to clean out and extend this pipe 20'. Claim for this item is as follows:

Lump sum cost $ 300.00

11. In June and July, 1968, the State representative required the contractor to push mud and waste material over the embankment at Stations 166; 182-184; 185, 198 and 230. Contractor's cost incurred should have been paid for on a force account basis. Computation of contractor's claim on this item follows:

Equipment	Hours	Operated Rate	Amount
D-8 Cat, 46A	53	$31.56	$ 1,672.60
Lorain Crane	12 1/2	35.19	439.87
Motor grader, Cat 12	4	20.38	81.52
Total			$ 2,193.99

12. State personnel required the contractor to place 18 c.y. of 1 1/2" crushed rock to repair a washed out slopes at Stations 248-250 for which no remuneration was received. Contractor's claim for this item is as follows:

18 c.y. 1 1/2 crushed rock in place @ $5.00 per c.y.	$ 90.00

13. State estimate reflects a payment on item No. 019 for loose rip-rap in the amount of 175 yards. Contractor placed in excess of 500 yards of loose rip-rap. Claim is hereby made for 325 yards of loose rip-rap as follows:

325 yards, rip-rap @ $8.00	2,600.00

14. Contractor's equipment remained on the contract job site for seven months from November 6, 1967 to June 7, 1968 as a direct result of the State Representative's failure to give proper engineering instructions to the contractor during the prosecution of the work. Further timely decisions were not made on the job as to proper lay-out of the work, location of materials, proper decision as to the suitability of embankment materials and failure to allow the contractor to expedite and efficiently carry out the prosecution of the job in order to complete the project during the fall of 1967. Contractor, repeatedly, requested permission to expedite the work on the project. Contractor, repeatedly, requested that the State provide sources for acquiring suitable embankment material and repeatedly suggested proper sites from which suitable embankment material was available. The State representatives refused such suggestions, although to finalize the project in 1968 finally followed the contractor's original advice.

For the preceding reasons, the Contractor is entitled to compensation for equipment at standby rates for the entire seven months' period. As shown in Exhibit "A" attached the compensation at standby rates totals $289,744.00. However,

to make a reasonable adjustment, the contractor is willing to accept and makes claim for 10% of these amounts or a total of $28,974.00. See Exhibit "A" for itemization.

15. The contractor's subcontractor, Pacific Crushing Co. and J. C. Compton Company, was required to place extra rock behind the guard rail. Prior to August 29, 1968 the State Highway Inspector informed the superintendent of J. C. Compton Company that all slopes were satisfactory and made no mention of additional rock requirements in the areas behind the guard rail. Subsequently the subcontractor was required to remove purported excess rock on the shoulders and place additional rock behind the guard rail areas.

Claim for this item follows:

Labor and payroll taxes	$ 1,525.59
Equipment rentals	439.50
Material	1,408.00
Transportation and subsistence	64.40
Total	$3,437.49

16. The contractor's subcontractor, Pacific Crushing Co. and J. C. Compton Co., incurred costs for surfacing a detour which costs were erroneously paid for at original contract bid prices rather than fair and equitable actual costs incurred. Such excess costs in the amount of $1,764.23 are hereby claimed.

17. The State Engineer required the contractor to install asphaltic curbing on the project. Said curbing cost the contractor $2,950.00; which amount was paid to Road and Driveway Co., Newport, Oregon. Contractor claims additional compensation for this item in the total amount of $1,976.12 computed as follows:

Paid to Road & Driveway Co.	$ 2,950.00
Contractor's percentage allowance, 15%	442.50
Subtotal	3,392.50
Allowed by State Engineer (Estimate 19)	1,416.38
Additional compensation claimed	$1,976.12

A notice of the foregoing claim is being filed with the Secretary of State and the Clerk of the State Highway Department.

WHITE BROS. CONSTRUCTION CO., INC.

By: O. J. White
President

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JUN 10 1969
OREGON
STATE HIGHWAY COMMISSION

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JUN 2 - 19..
FOR FIL..

OREGON STATE
HIGHWAY DEPARTMENT

121-1131
1947

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

2880

May 26, 1969

Mr. H. H. Hahner
Minnick, Hahner & Hubbard
P. O. Box 400
Walla Walla, Washingto n 99362

RE: North Unit, Siletz-Toledo
Contract 6942

Dear Sir:

This will acknowledge your May 15 letter, copies of which are being referred to the proper project personnel for their information.

We in no way acknowledge that your letter constitutes a properly presented claim eligible for consideration in accordance with the contract specifications.

Very truly yours,

F. D. Morgan
Construction Engineer

By John A. Bond

John A. Bond
Construction Administration Engineer

JAB:fw

bc F. B. Klaboe 2880-FBK
R. D. Asburry

RECEIVED
MAY 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

MINNICK, HAHNER & HUBBARD
LAWYERS
FIFTH AND ALDER
P. O. BOX 400
WALLA WALLA, WASHINGTON
99362
TELEPHONE 509-525-5800

W. L. MINNICK
H. H. HAHNER
VAUGHN HUBBARD
R. F. MONAHAN

BRANCH OFFICE
N. B. C. BUILDING
P. O. BOX 126
TELEPHONE 509-337-6643
WAITSBURG, WASHINGTON

REFERRED TO
Attorney
BY SECRET'Y
Copy to Lloyd & RW

May 15, 1969

.8849

REFERRED TO
BY DEPUTY STATE HIGHWAY E...

Routing
Morgan
Decker
Bond
Walker
Jochim
Johnson

RECEIVED
MAY 20 1969
CONSTRUCTION DIVISION

Swan
Glenn
Litchfield
Gallagher
Stein

State Highway Department
State of Oregon
Salem, Oregon 97301

Re: Contract No. 6942
N. Unit-Siletz-Toledo

Gentlemen:

White Brothers Construction Company, Inc. of Walla Walla, Washington, has a claim for additional work performed on the above-entitled contract in the amount of approximately $436,000.00 which additional work was not contemplated in the original bid nor were the conditions requiring the additional work set forth in the original plans and specifications submitted to bidders.

Substantial changes occurred during the prosecution of the above-entitled contract. Changes were made in road alignment and specification of materials. In addition, the contractor encountered such items as buried logs and wastes which were not disclosed to the bidders and could not have been foreseen by the contractor in making the bid.

Delays were encountered because of the failure of representatives of the Highway Department to make timely decisions and to lay out the project on schedule. The contractor was directed by the project engineer to use unsuitable materials which would not compact and then later directed the contractor to remove the materials and replace it with other suitable embankment materials.

The presence of springs and an unusual amount of water required substantial adjustments in pipe quantities and other construction material.

During the summer and fall of 1967, equipment and men were made available by the contractor to complete the project on

time but because of indecision and delay by state representatives, the contractor was unable to proceed on schedule. Consequently, the project was not completed until the fall of 1968 which resulted in a substantial loss and additional expense to the contractor.

An itemization and breakdown of the $436,000.00 will be furnished by the contractor within the near future.

We are writing this letter to place you on notice that a claim in the approximate amount indicated will be filed in the near future.

Very truly yours,

H. H. Hahner

HHH:js

cc: White Brothers Construction
Company, Inc. of Walla Walla

RECEIVED
MAY 19 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 16 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
APR 22 1969
FOR FILING

121-1131

6942

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#1

March 11, 1969

White Brothers Construction Company, Inc.
P. O. Box 663
Walla Walla, Washington

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6942 on the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County.

After careful consideration, the Commission granted you a 114-calendar day extension.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc R. D. Asburry
H. H. Patterson
F. D. Morgan
C. H. Maison

FORM B-80 (12-67)

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1969

SUBJECT: Extension of Time
North Unit, Siletz-Toledo Section
Siletz Highway
Contract No. 6942

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from White Brothers Construction Company, contractor on the subject contract, the attached request for an increase of 156 calendar days. The contractor's request is based on seven reasons which are listed below with our comments:

1. The contractor cites a delay in burning clearing debris because of a wet fall season in 1966. Although the weather in the fall of 1966 was perhaps wetter than normal, a time extension based on relatively minor weather variations is not a justifiable reason for an extension.

2. The contractor cites difficulty in excavating for perforated drain pipe under the railroad grade. This was caused by piling and other debris buried in the railroad fill. The work in the railroad area is shown on the plans and is not extra work according to the contract specifications. Admittedly, it was probably more difficult than work away from the railroad, because of the buried debris, but we do not believe this is a justifiable reason for a time extension.

3. An overrun in perforated drain pipe. The perforated drain pipe (6-inch and 8-inch) was increased substantially in order to handle the large amount of sub-surface water. The total bid amount was 3,970 feet. The final amount installed was 12,445 feet. The contractor also cited delays in receiving additional shipment of the pipe due to the certification required. We believe an extension for the overrun in perforated pipe is justified and, based on a reasonable estimated installation rate of 600 feet per day, the overrun would justify an extension of 14 workdays. This converts to 16 calendar days.

4. The contractor cites a revision in alignment between Station 215 and Station 231. The line change was made to move away from an unstable area and work in the vicinity was curtailed by a partial shutdown order from June 23 to

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION

July 13, 1967 while right of way was acquired and re-design established. We therefore believe that an extension of these 21 days for the line change delay is justified plus 5 days for the work added by the line change, for a total of 26 calendar days.

5. A delay caused by clay material in a cut requiring additional time to place due to its high moisture content and plasticity. The compaction specification for this clay material was modified as the excavation progressed in August, to allow placing this material with a higher moisture content. Some 6,000 cubic yards of material not on the plans was excavated from below planned grade here (Station 140 to 151. The plan quantity of the cut was about 27,000 cubic yards.) The contractor's request does not mention that in addition this area had to be backfilled with imported gravel which was performed under Extra Work Order No. 4. The backfill work was done on 12 days and the contractor had other work in progress, both on the subexcavation and on other parts of the project. A rational derivation of the extra time justified for work added in this cut is difficult. The overall General Excavation on the job overran only 0.5 per cent. We recommend 50 per cent of the backfilling time or 6 calendar days for this reason.

6. Delays caused by changes made in guardrail design and specifications. Changes in the guardrail design were made to make the guardrail conform with current specifications. Negotiations for these changes were started on September 11, 1967. The final change was consummated by Price Agreement on July 22, 1968. Other work, of course, was in progress during part of this period. The contractor could not start installation of the guardrail until paving was completed on August 19, 1968. The major work remaining was the guardrail and the contract was completed on September 19, 1968. An extension for this 31-day period less the estimated time it would have required to perform the planned guardrail work is justified. The guardrail overran the plan quantity by 111 per cent. The guardrail specified by the work orders (Price Agreements in this case) was delivered to the job on September 5, 1968 and, except for anchor assemblies, was installed on September 12. The anchor assemblies were delayed for an additional 4 days due to there being only one supplier in Seattle. This supplier's operations were impaired by a machinists strike. It is estimated that the original plan quantity would have taken 4 days to install. We believe that all of the time after the Price Agreement was issued on August 19 until the contract was completed, less the 4 days estimated, or 27 calendar days is justified.

7. The contractor refers to perforated pipe additions, culvert additions, asphalt curbs, force account work, guardrail and verbal changes. Some of these items duplicate reasons that have been discussed above and the recommended for them. Others are as follows: Time

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

(a) There was a delay in award which justifies an extension which the contractor does not mention. Bids for this contract were received September 20, 1966. The contract was mailed to the contractor on October 19, 1966. This delay, which was due to right of way, justifies an extension of 9 calendar days.

(b) A drainage revision near Station 230 (Buck Lake) was quite involved. It required installation of a deep 24-inch culvert and related work for positive drainage. This work was performed over 22 calendar days and the contractor's general progress was impaired by approximately 50 per cent. Since this work was performed as extra work, we recommend that 50 per cent of the 22 days, or an extension of 11 calendar days be granted.

(c) There were slides in the summit cut which required 32 calendar days to correct during August and September of 1967 and June of 1968. This slide or re-sloping work is separate from winter slides and impeded the contractor's progress on regular work an estimated one-third. An extension of 11 calendar days is justified.

(d) An overlay of the existing surface north of the project limits required 1 day and since this was done when no other work was in progress, an extension of 1 calendar day is justified.

(e) In addition to the slide work performed in the summit cut (Station 215 to 225), the subgrade was treated with lime and this work required 13 days. It is estimated that this work constituted approximately 25 per cent of the contractor's effort and an extension of 3 calendar days is justified.

(f) There were a number of winter slides which occurred during the progress of the job which are separate from the summit cut slides mentioned above. This slide correction work was performed over a period of 17 calendar days and constituted an estimated 25 per cent of the contractor's efforts. An extension of 4 calendar days is justified.

(g) The asphalt curb work added was done after the paving was completed and is concurrent with the time allowed for the overrun in guardrail covered above.

This contract was established with a 360-calendar day time limit. The project was completed on September 19, 1968 at which time 474 calendar days had been charged. This is 114 calendar days in excess of those allowed and does not include an ordered stop work period during the winter of 1967-68. Liquidated

THIS REPORT IS PREPARED IN CONTEMPLATION OF POSSIBLE LITIGATION AND IS REGARDED AS A PRIVILEGED COMMUNICATION.

damages accrue at the rate of $150 per day. The recommendations above justify an extension of 114 calendar days. For comparison, on just a time-money basis, the 15.8 per cent overrun of contractor's work would justify 57 days, indicating that substantial extension is in order.

We recommend that the calendar days be increased by 114 which will eliminate all liquidated damages. This is a State project.

A rough draft of a letter to the Highway Commission is attached.

You will note we have placed the restricted use notice on this report. We are apprehensive that the contractor will yet present some claims. The statements made herein are strictly in response to the request for time extension and may or may not be pertinent to other matters which are not under consideration here.

F. D. Morgan
Construction Engineer

By
John A. Bond
Construction Administration Engineer

JAB/DES:fw

Attach.

cc V. L. Gallagher

RECEIVED
JAN 21 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6942 Contractor White Bros. Construction Co., Inc.

Highway Siletz

Section North Unit, Siletz-Toledo

Kind of Work Grading and Paving

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ **GRANTED**. The reasons for such recommendation are as follows:

Recommend 114 days for accumulated quantity overruns, alignment change, force account work added on slides, drainage and subgrade stabilization, and a 9-day delay in award.

Recommended for Approval:

Division Engineer

for Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No. 6942

Project designation State (State-Federal)

Date awarded 10-19-66

Work started 9-29-66

Per cent completed 100 9-19-68 (Date)

No. of ~~Workdays~~ Calendar days Allowed 360

No. of ~~Workdays~~ Calendar days Used 474

No. of Added ~~Workdays~~ Calendar days Requested 114

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec. 4, 19 68

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 360 days to 516 days, within which to complete our Contract No. 6942, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE REASONS ATTACHED

Respectfully submitted,

White Bros. Construction Co., Inc.
Contractor

By O. A. White
President

CONSENT OF SURETY

Date December 4, 1968

We, General Insurance Company of America, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

John N. Zefkeles
Attorney-in-fact - John N. Zefkeles (SEAL)

Resident Ag

White Bros. Const. Co., Inc.

1. The fall of 1966 was a wet season in which very little burning could be accomplished. This resulted in delay of the project the spring of 1967. An additional period of 15 days is requested for this item.

2. All excavation of previously installed box culverts under the railroad grade resulted in uncovering piling, stumps, cable trees, railroad rails and railroad ties.

   In all cases perforated pipe was laid in these excavations, and all springs' feeding in anywhere were followed up with excavation to source, and perforated pipe laid. Many of these had to be pumped out with sump pumps.

   The box culverts were not always in the location shown on the plans and time was expended locating them.

   A total additional time of 15 days is requested for this item.

3. The 6" drain pipe over-ran 1,440 feet, and the 8" drain pipe over-ran 6,550 feet, a total in excess of 300 percent from the original plans and specifications. This additional pipe could not be ordered ahead of time because of the unknown quantity. This pipe had to be delivered to job site from Portland, Oregon, and each order must be certified, which usually requires 5 to 7 days from the time the pipe is ordered, until it is delivered to job site.

   Where each and every run of pipe was laid under the railroad grade, debris of all kinds was encountered, which caused excessive delay.

   One whole network of drain pipe was required from stations 167 to 177, which was not shown on the original plans. The whole area had to be grubbed, and material burned, all of which was extremely time consuming.

   The perforated pipe installation continued up until the last day of the grading.

   A total additional time of 40 days is requested for this item.

4. There was a line change made at station 215 to 231. This was done at the time we were grading in this area. We were given written instructions not to work in this area until notified. There was no other section available at that time to work our earth moving equipment efficiently until we could clear more area in another location.

   A total additional time of 16 days is requested for this item.

5. The material in the cut from station 139 to 148 turned out to be a Class A-7 material. It had a moisture content of 38,54 % and a plastic index of 18. Over our objections, this material was used as embankment and took an excessive amount of time to place.

   A total additional time of 20 days is requested for this item.

6. The Guard Rail was changed from the original specifications to a type the State considered safer to the traveling public. This was in the process of negotiations for several months. Final agreement was not reached until the spring of 1968.

There were considerable delays in the shipment of guard rails from Ohio, due to the addition of back-up plates, 17½ bolts and three different revisions in the quantity by the State Engineers after the original order was placed. A delay by the railroad of two weeks occurred after the rails left the mill. We were informed by Armco Steel that some delay was attributable to the possibility of a pending steel strike.

The Type I anchors were ordered promptly after the price agreement was signed, but were not available until September 16, 1968, due to a West Coast machinist strike.

The original specifications did not provide for any back-up plates, Type I Anchors, or Guard Rail blocks. Also, Type B End Wings were added the first of September, 1968, and required approximately 20 days for delivery.

A total additional time of 30 days is requested for this item.

7. Due to perforated pipe additions, culvert pipe extensions, asphalt curbs, force account work, guard rail changes and verbal changes until the last days of the project work and for the reasons as set forth in our previous letter dated November 18, 1968, a total increase of 156 workdays is requested.

White Bros.
CONSTRUCTION CO., INC.
GENERAL CONTRACTORS HOME OFFICE: P. O. BOX 683 WALLA WALLA, WASHINGTON 99362 TELEPHONE 525-6620

REPLIES TO _____

Nov. 18, 1968

State of Oregon
State Highway Department,
Salem, Oregon

Ref: Contract No. 6942
N. Unit-Siletz-Toledo

Att: Mr. H. H. Patterson,
Resident Engineer

Gentlemen:

We hereby submit our claim for re-imbursement of liquidated damages charged against us on the above referenced contract in the amount of $17,100.00 as reflected on estimate No. 16, under article 8-8 of the contract specifications.

This request is made because of the following causes, all of which were beyond the control of the contractor.

(a) Delays occassioned by errors and changes in the plans both as to quantities and specifications.

(b) Failure of the state representatives to act promptly in carrying out their obligations and duties in that the contractor could not obtain timely decisions on the road re-alignment, placing of fill, embankment excavation, fill material, drainage and numerous other items.

(c) Performance of extra work.

(d) Failure to provide right-a-way access timely.

(e) Due to negligence on the part of the State Representatives, the contract was not completed in the Fall of 1967 and subsequently, was not completed until the Fall of 1968.

It is therefor requested that the entire amount of $17,100.00 withheld as liquidating damages be paid to us on the next estimate.

Very truly yours,

WHITE BROS. CONSTRUCTION CO., INC.

O. A. White, President

RECEIVED
MAR 10 1969
FOR FILING

121-1131
6942

March 7, 1969

Oregon State Highway Commission

Gentlemen:

Work was completed September 19, 1968, on Contract No. 6942. The contract was with White Brothers Construction Company and was for grading and paving on the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County.

As the contractor has completed all work according to specifications, I recommend that you accept the project as of this date.

This matter will be on the agenda for confirmation at the March 11 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
R. D. Asburry

srb fn

RECEIVED
MAR 10 1969
FOR FILING

121-1131
6942

March 7, 1969

General Insurance Company of America
Portland Service Office
520 S. W. 6th
Portland, Oregon 97204

Gentlemen:

Contract No. 6942 awarded to White Bros. Construction Co., Inc., for grading and paving the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County was completed on September 19, 1968, and accepted by the Highway Commission on March 7, 1969.

Final payment in the amount of $42,555.73 will be released to the contractor after March 14, 1969. The total contract amount is $838,000.87 including $99,068.21 for work performed under forces account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc White Bros. Construction Co., Inc.
P. O. Box 683
Walla Walla, Washington

R. D. Asburry
Frank Morgan
C. H. Maison
Attn: John Herr

RECEIVED
MAR 14 1969
FOR FILING

Morgan ✓ Routing
Ducker
Bond
Walker
Bochme
Johnson

RECEIVED
FEB 13 1969
CONSTRUCTION DIVISION

Poss
Swan
Glenn
Litchfield
Gallagher
Stein

6942

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

February 11, 1969

Oregon State Highway Commission

Request for Extension of Time
No. 1
March 11, 1969 meeting

Telephone o/c requested.

Gentlemen:

White Brothers Construction Company, Inc. has requested a 150-day time extension on the North Unit, Siletz-Toledo Section of the Siletz Highway, Contract No. 6942, in Lincoln County. The contractor gives seven reasons concerning weather, added work and quantities, an alignment change, and difficulties encountered during construction. The project is completed and overran the time limit by 114 days.

Some of the reasons are valid as justifying an extension of time along with some additional reasons not set forth by the contractor. A 310 percent overrun in perforated pipe items and a 111 percent overrun in guardrail were significant quantity increases. Extra work for importing and placing select backfill material to provide stable subgrade, lime treatment of subgrade, additional culvert work, and slide correction are valid reasons. An alignment change made in one area to move the new roadway away from a slide area involved some delay until the redesigned work could proceed and then additional clearing when it was undertaken. An additional 0.3 mile of overlay paving beyond the northerly limits of the project required one additional day. A delay in award of the contract due to right-of-way difficulties justifies nine days. The above reasons collectively justify a 114-calendar day extension which will delete all liquidated damages. An extension in this amount is recommended. This is a State project.

Approved by Jackson 3/4/69

This matter will be on the agenda for your consideration at the March 11 meeting.

Very truly yours,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

121-1131 6942 C

FORM R-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: N. Unit, Siletz-Toledo	WEEK ENDING: 24 Jan 69
		SECTION PREFIX: 121-1131
	HIGHWAY: Siletz	COUNTY: Lincoln
NAME OF JOB: N. Unit, Siletz-Toledo	KIND OF WORK: Grading & Paving	
CONTRACTOR: White Bros. Constr. Co., Inc.	CONTRACT NUMBER: 6942	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: 19 Oct 66	DATE WORK STARTED: 29 Sep 66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 360	CALENDAR DAYS USED 474
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 132
PROJECT AUTHORIZATION: $954,831.00	ENGINEERING AUTHORIZATION $80,000.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $874,831.00	ENGINEERING COST TO DATE $125,585.34	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $842,771.82	$408. this week	DATE PROJECT WAS COMPLETED: 19 Sep 68
ESTIMATED PERCENT: OVERRUN UNDERRUN 3.7 %	PERCENT OF AUTHORIZATION 157 %	~~Semi-final subm. 27 Nov 68~~ Post-final subm. 23 Jan 69

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.80	2.80			2.80
MILES PARTIALLY COMPLETED					
MILES COMPLETED	2.80	2.80			2.80
TOTAL ESTIMATED QUANTITIES (CONTRACT)	244,000	77,500			23,700
TOTAL QUANTITIES CORRECTED TO DATE	261,008	71,092			22,413
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	261,008	71,092			22,413
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Showers			
MONDAY	Overcast			
TUESDAY	Overcast			
WEDNESDAY	Snow			
THURSDAY	Partly Cloudy			
FRIDAY	Clear			
SATURDAY				

Routing

RECEIVED
DATE
CONSTRUCTION
DIVISION
RECORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Post-Final estimate, consisting of Force Account payments due Contractor, was submitted on Thursday.

"As Constructed" was submitted on Friday.

This is the final Weekly Report on this project.

SIGNED W. W. Patterson LOCATION Newport

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

131-112
529-1036

OREGON STATE HIGHWAY DEPARTMENT

INTER-OFFICE CORRESPONDENCE

SUBJECT:

To:

[illegible]

[illegible]

[illegible]

Engineering Charges, N. Unit, [illegible] & Cape Lookout-Sand Lake

Cape Lookout-Sand Lake — Proj. No. 529-1006

Payroll (straight time)	[illegible].	85.1 %	95.1 ~
Overhead	1,[illegible]7.	4.4	4.9
Equipment Rental	1,[illegible].	4.8	
Supplies & Misc.	[illegible].	2.1	
Fees	[illegible].	0.6	
Laboratory	[illegible].	1.6	
Division Biologist	[illegible].	1.3	
Auto	30.	0.1	
TOTAL	$56,[illegible]25.	100.0 %	100.0 %

It is anticipated that another $1,000. will be required to complete this job from the [illegible] office.

[illegible] of this [illegible] amount of the original authorization of $[illegible] [illegible] the [illegible] of the project into an [illegible] together with the additional field work occasioned by [illegible] of the terrain, plus some line and grade changes. [illegible] with this [illegible] have been expensive also, due to lack of [illegible] [illegible], compounded by his [illegible] specifications. In addition, [illegible] of this contract from [illegible] from Lincoln City to [illegible] to [illegible] [illegible].

The above analysis of the engineering charges on this job has been further broken down into three time periods on the attached sheets.

H. H. Patterson

H. H. Patterson
Resident Engineer

RECEIVED
NOV 2 6 1968
FOR FILING

121-1131

6942

November 26, 1968

Oregon State Highway Commission

Gentlemen:

A resolution to abandon portions of the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County will be presented for your consideration at the December 17 meeting.

The construction of this unit of highway has now been completed. The portions to be abandoned to the County are transferred in conformance with an agreement entered into by the Commission on August 9, 1962, and a letter approved by the Lincoln County Board of Commissioners on January 18, 1967, extending one of the portions to be abandoned approximately 640 feet to accommodate the construction of a connection between the former and relocated highway due to a grade problem.

Also to be abandoned are two portions of old highway to the abutting properties with a segment in between retained within our right-of-way which may be utilized by the owners with no connections to the new line.

This document, coupled with a resolution adopted by the Commission on July 13, 1965, pertaining to the South Unit of the Siletz-Toledo Section will complete the abandonment of all segments covered by the agreement with the County on August 9, 1962.

Your adoption of this resolution is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

PBA:eb lms
bc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
H. S. Cox
R. D. Asburry

RECEIVED
JAN 2 - 1968

Agenda
1-23-68
3C-3

121-1131
6942

December 29, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6942, the North Unit, Siletz-Toledo grading and paving project on the Siletz Highway in Lincoln County is anticipated. White Bros. Construction Company, Inc., of Walla Walla, Washington, is the contractor. This is a State project for which the original authorization was $862,227. The present anticipated cost is $954,831, indicating an overrun of $92,604 or 10.74 percent.

The major reasons are a substantial increase in the subsurface drainage, backfilling a clay cut with rock material, and construction of an unanticipated culvert.

The subsurface drainage was required in order to adequately control existing ground water.

The subgrade material in one cut was found to be unsuitable and had to be excavated and back-filled with rock to provide an adequate foundation.

A natural depression had been masked by an abandoned railroad fill with drainage occurring by seepage. As our construction work progressed, this condition was discovered and a deep, costly culvert installation was required.

This request for an additional authorization will be presented to you at the January 23 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan
L. H. Young
R. D. Asbury
C. H. Matson

DES:nn fn

FORM E-30 80M 12-65 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1967

9 25 000 est exp for slides

SUBJECT: Overrun of Project Authorzation
N. Unit, Siletz-Toledo Section
Siletz Highway
Contract 6942

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached is a report on an expected overrun of the project authorization on the subject contract.

This project for grading and paving is under contract to White Bros. Construction Company, Inc. of Walla Walla, Washington.

The original project authorization was $862,227. The present anticipated cost is $954,831, indicating an overrun of $92,604 or 10.74%.

Major reasons for this overrun are a substantial increase in the amount of subsurface drainage required, backfilling a soft wet clay cut at the north end of the project with rock material and an unanticipated culvert.

As work on the contract progressed it became evident that considerably more subdrainage would be required in order to adequately control existing ground water. This caused an overrun in 8-inch drain pipe and special backfill in drains amounting to over $22,000.

Subgrade material in a through cut at the north end of the project was found to be unsuitable and had to be excavated and backfilled with rock material to provide an adquate roadbed foundation. Cost of this rock backfill amounted to $20,000.

The need for a deep culvert near Station 231 was not anticipated. The old, abandoned railroad above the highway had effectively blocked a natural draw. Prior to our construction, drainage through it occurred by seepage and the need for providing a waterway was not anticipated. Installation of the culvert involved a rather deep excavation through the old railroad grade and the highway. This culvert and related drainage work cost $22,000.

RECEIVED
DEC 22 1967
ENGINEER

It is recommended that the project authorization be increased by $92,604.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

It is recommended that the project authorization be increased by $92,604.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
FEB 7 1968

Form E-323 (Rev. 10-60)

OREGON STATE HIGHWAY DEPARTMENT

FOR FILE
121-1131
6942

Expected Overrun of Project Authorization

Project North Unit, Siletz-Toledo Date December 11, 1967

Highway Siletz Contract No. 6942

County Lincoln Kind of Work Grading & Paving Contractor White Bros. Constr. Co., Inc.

	Authorized	Estimated
Contract Amount	$ 722,624.00	$ 756,851.00
Anticipated Items	43,800.00	43,863.60
Contingency (4½%)	34,489.08	74,116.40
Engineering	61,313.92	80,000.00
Credits	---	0.00
PROJECT COST	$ 862,227.00	$ 954,831.00

NET INCREASE $ 92,604.00 or 10.74%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item 2 Ditch Exc., Unclass.	$ 6,600.00	$ + 1,560.00
(C) " " 3 General Exc., Unclass.	102,080.00	- 5,280.00
(C) " " 7 Trench Exc.	15,900.00	+ 5,820.00
(C) " " 8 Special Backfill in Drain	8,640.00	+ 5,820.00
(C) " " 19 Loose Riprap	4,000.00	+ 1,200.00
(C) " " 26 8-inch Drain Pipe	23,490.00	+ 16,281.00
(A) Utility Adjustments	11,154.20	+ 2,154.20
(A) Slide Removal	21,109.40	- 3,890.60
(U) SFO #4 Embankment Foundation Exploration	3,000.00	
(U) EWO #1 Construct Water Line Crossing	183.35	
(U) EWO #4 Rock Bakcfill in Clay Cut	20,000.00	+ 74,116.40
(U) PA #1 Drainage Revision	22,740.90	
(U) PA #2 Add'l Clear & Grub for Line Revision	1,000.00	
(U) Rev. Guard Rail, A.C. Curbs & Inlets and Future Contingencies	27,192.15	

APPROVED BY STATE HIGHWAY COMMISSION
DATE 1-23-68

Principal reasons for overruns (Continue on reverse side): Large overrun of subsurface drainage items; one major drainage revision; a line change to avoid a potential slide area; and undesirable material which required sub-excavation and backfill of one cut.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ H. H. PATTERSON
Resident Engineer

NOTED TOM EDWARDS

Noted by _____
Construction or Bridge Engineer

Confirmed by /s/ GERALD WIMER
Asst. Division Engineer

Noted by _____
Assistant State Highway Engineer

SP*32760-734

RECEIVED
NOV 17 1967

SP*23011-734

FOR FILING
121-1131
6941

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

November 16, 1967
Salem, Oregon

SUBJECT: Delena-Rainier - Cont. 6906
N. Unit Siletz-Toledo - Cont. 6942

To: Mr. R. D. Asburry
Division Engineer
East Salem Highway Building
2960 E. State Street
Salem, Oregon 97310

Apparently you are looking to us for a more specific instruction on issuing winter shutdown orders on these two projects. We are still trying to follow the policy that evolved a year ago whereby projects that had reached the originally scheduled completion date by late fall, and on which the uncompleted work was such that it had to await better weather the following year for completion, would be ordered shut down after they were satisfactorily winterized.

We now have six projects in other divisions which meet these requirements and have been ordered shut down for a dormant winter season. There are four additional projects which are shut down for other reasons such as awaiting late delivery of extra sign materials. We would prefer to avoid trying to delete liquidated damages during this dormant winter time by a time extension. There is probably more authority under the specifications to use the stop work procedure in this situation than to grant a formal time extension. Unfavorable weather is ordinarily not accepted as a reason for time extension. To force heavy penalties to accrue during several months of winter dormancy in the absence of an ordered shutdown deteriorates our relationship with the contractor and intensifies his efforts to recover by whatever means he can find. We therefore sanction stop work orders on both of these projects effective when they have been properly winterized. We would emphasize that Section 4-10 of our Standard Specifications remain in effect.

F. D. Morgan
Construction Engineer

By: John A. Bond
John A. Bond

JAB:ss

cc: F. B. Klaboe

RECEIVED
SEP 19 1967
FOR FILE

121-1131
6942

September 19, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

Mr. Mark Astrup, Landscape Engineer, has referred your letter of September 6 to this office.

You mentioned in this letter that you had sold over $5,000 worth of shrubs to Northwest Nurseries in Hillsboro for highway planting jobs in Ashland, Grants Pass, Roseburg, Salem, and Portland.

This appears to be in reference to your claim letters dated August 15 and 25 directed to this department. On August 31, we acknowledged these letters and filed with the Secretary of State those which appeared to be for materials furnished on Highway Contracts Nos. 6755, 6942, and 6947. Filing with the Secretary of State will protect your claim under the bond. The State looks to the surety and the prime contractor for completion of a contract and payment of all bills.

If you are still unsuccessful in collecting your money from Northwest Nurseries, you might want to consult your attorney. Attached for your information are Excerpts from Oregon Revised Statutes Relating to Public Contracts.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:fkn

Goodbeet Ore
Sept 6 1967

Oregon Stat Highway Dept
Salem Oregon
Mr Mark H Astrup

I sold over 5000 Dollars worth of shrubs to Northwest Nurseries in Hillsboro Oregon for highway Planting Jobs.

I wonder if there is any way I could get my money. Sold shrubs all the way from Ashland, Grant Pass, Roseburg, Salem, Portland, and haven't received any money yet.

Please let me Know if there is any way to get any money, and how should I go about it. Thank You

Joe Cseogli

Broadleaf Acc

Aug 23 1967

Oregon State Highway Dept

Salem Oregon

Bear Nr Albany

Plan for Albany Acc

2 miles

Jan Foster Wetland Acc

486 Jeffrey Pine 20 apiece $7.60

Bailey Lane 9 E 17 Cut Bursik Portland Or

146 Deodar Cypress 20 apiece 292.00

850 Native Trees 4/c Cut 340.00

Mr J

Oregon State Highway Dept Roseburg Or

12 Incense Cedar 400 apiece 4800

53 Vine Maple 100 apiece 5300

State Highway Dept Nr Lacy Salem Salem Or

50 Incense Cedar 400 apiece 200.00

20 Vine Maple 100 apiece 20.00

Sprague Nursery Rt 4 Box 4 Between Portland & Salem

132 Select Ornamentals 200 apiece 264.00

Mr C C Jackson 5221 N Willis Portland

111 Incense Cedar 400 apiece 56.00

These are the following shrubs

Received at Nursery Nursery

for Planting on Highway on East and

West side, & Know Belle Springs

Plant and Willamette Valley Nursery

will Plant at Sam Peck Hillsboro

52 Magnolia 176.80

52 Red Maple

7 Evergreen Cedar 42.00

74 Incense Cedar 231.00

73 Vine Maple 65.70

7 Red Native 7.00

24 Incense Cedar 96.00

500 Vine Maple 500.00

7 Incense Cedar 28.00

11 Oval Myrtle 22.00

8 Oval Myrtle 8 ft 40.00

8 Oval Myrtle 6 ft 20.00

Thank You Joe Giorgi

Myrtle Point 572 5905

RECEIVED
AUG 21 1967
FOR FILING

August 21, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is to acknowledge receipt of your letter of August 15 advising that Rich Northwest Nurseries owes you a balance of $2,148.30 for shrubs.

From the description given in your letter, it appears that these plants were furnished on several highway contracts.

Will you please give us a description of the jobs by location and the dollar amount of shrubs supplied on each, so we may notify the sureties and file your claims with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Box 122
Bi[illegible]ent, Oregon 97414
Augest 15, 1967

Secretary
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Please be advised that we furnished shrubs to the value of $2707.20 in which I received $558.90 leaving a balance of $2148.30 through Rich Northwest Nurseries, Henry C. Hauser Pres.

These plants were delivered to Jim Foster Ashland, Oregon; Balty & Sons Grants Pass Oregon; Oregon State Highway Dept. Roseburg Oregon; Lt. Lacey Oregon State Highway Dept. Salem; Rest Area between Portland and Salem; Balty & Sons Planting in Portland; Aichele Planting in Portland.

Enclosed is a list of the shrubs and amount delivered on State Highway plantings.

Yours truly

Joe Csergei

Joe Csergei

[illegible]
FLOYD QUERY

[illegible]
C. W. HEAD

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

FOLLOWING SHRUBS WERE FURNISHED

52	Manzaneta	176.80
52	Wax Myrtle	
132	Rhodo Occidentales	264.00
7	Incense Cedar	42.00
74	Incense Cedar 4 to 5	237.50
73	vine Maple	65.70
9	Rhode Maple	9.00
74	Incense Cedar 4 to 5	300.00
500	vine Maple	500.00
7	Incense Cedar	28.00
12	Vine Maple	36.00
11	Wax Myrtle	22.00
53	Vine Maple	53.00
146	Wax Myrtle	292.00
850	Native Rose	340.00
8	Wax Myrtle 8ft.	40.00
8	Wax Myrtle 6ft.	20.00
488	Jeffery Pine	97.60

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 - 1967
FOR FILING

121-1131

6942

August 31, 1967

Mr. Fred Allen
Attorney at Law
246 W. Olive Street
Newport, Oregon 97365

Dear Mr. Allen:

This is in reply to your letter of August 29 concerning the White Brothers Construction Company contract at Siletz.

We believe the contract to which you refer is the grading and paving on the North Unit, Siletz-Toledo Section of the Toledo Highway in Lincoln County.

The General Insurance Company of America through Mansfield & Company, 1975 S. W. 5th Avenue, Portland, furnished the performance bond on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

FRED ALLEN
ATTORNEY AT LAW
246 W. OLIVE STREET
NEWPORT, OREGON 97365

PHONE NEWPORT 265-5103

August 29, 1967

State of Oregon
State Highway Department
Salem 10, Oregon

RE: My Client: Leonard Moug
Rental claim against White Bros. Construction Co.
Siletz, Oregon job

Gentlemen:

Please be advised that I represent Mr. Leonard Moug who worked a total of 130½ hours for the White Brothers Construction Co. on its Siletz job between April 20, 1967 and May 14, 1967. Mr. Moug was paid $697.95 for his wages which appears to be the union scale for a cat operator. On the other hand, it appears that their calculations indicate the offered final payment of the rental of Mr. Moug's TD-9 tractor is in the amount of $346.95 for 130½ hours. His agreement was for the use of the tractor at $8.00 an hour and for regular wages for Mr. Moug for operating the tractor. This would come to $1042.00. It appears the contractor used the figure of $8.00 an hour for the man and the equipment, paid the required scale at $697.95 and called the rest equipment rental at the rate of about $2.96 an hour.

We note from the offered check in payment that the contractor is from Walla Walla, Washington.

The purpose of this letter is to inquire as to the name of the bonding company for White Bros. Construction Co. for this job and for the agent for service for this organization.

Yours very truly,

Fred Allen

Fred Allen

FA:b
cc: Mr. Leonard Moug

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
AUG 30 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 1 - 1967

121-1131
6942

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 31, 1967

To: MEMO TO THE FILE

SUBJECT: File 41829
Georgia Pacific
Siletz-Corvallis Highway
Siletz-Newport Section
Lincoln County

A telephone call was received this date from a Mrs. Thiesen in the Permit Division, State Forestry Department, seeking information as to the location of work being done under Highway Department Permit No. 6942.

She was informed that according to the Department's secretary, work under this permit was on the North Unit of the Toledo-Siletz Section of the Siletz Highway; and that the principal activity on this section at this particular time is on the Georgia Pacific ownership. She was given the location as stated in the permit of entry from that corporation, in Section 17, T. 10S, R. 10W, in Lincoln County. The permit was being sought by White Construction Company and it is assumed that these people are either directly or indirectly under the contractor in charge of operations.

E. J. Benner

E. J. BENNER
District Supervisor

EJB:sm

RECEIVED
DEC 14 1966
FOR FILING

121-1131

6142

Bid Sept 20

October 19, 1966

AGENDA
NOV 22 1966
3N

White Cons. Construction Co., Inc.
P. O. Box 847
Walla Walla, Washington

Gentlemen:

The State Highway Commission on September 29, 1966, accepted your proposal for grading and paving on the North Unit, Siletz-Toledo Section of the Siletz Highway in Lincoln County for the sum of $744,844 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been fulfilled.

These conditions have been satisfied and the State Highway Engineer today awarded you the project, which now bears assigned Contract No. 6944. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin October 31, 1966.

Very truly yours,

[illegible], Secretary
[illegible]

gr
Enclosures (3)

cc: Pacific Builder and Engineer, Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wash.
Daily Journal of Commerce, Portland, Oregon
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SHA)
R. D. Asburr
H. H. Patterson

RECEIVED
JUL 15 1966
ENGINEERING

Commissioners
J. Pat Metker, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

121-1131
6942

Routing

Morgan	Pease
Decker	Morelock
Bond	Trout
Barboe	Scott
Walker	Wills
Glenn	Litchfield
Swan	Olsen

July 13, 1966

RECEIVED
JUL 14 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We have reviewed the plans for the two projects outlined in your letter of June 27.

The Hermiston-Hinkle Section project in Umatilla County presents no conflict to the wildlife resource.

The proposed plans for the North Unit, Siletz-Toledo Section, Siletz Highway in Lincoln County was reviewed by field personnel. This letter is to advise that fish passage is recommended on the East Fork of Mill Creek. The stream supports coho and steelhead. Siltation in the stream bed should be avoided. Steelhead and/or coho can be expected in the stream from about October 1 through April.

NOTED
F. B. KLABOE

Thank you for permitting us to review the plans and offer our recommendations.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R O Koski

R. O. Koski
Chief of Liberations

ROK/dm

cc: Director OFC

7-14-66 Copies Sent:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. G. Roake
J. E. Morelock
A. F. Parson (2)
R. D. Asburry (2)

RECEIVED
JUL 14 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 22 1966
FOR FILING
RECEIVED
JUL 21 1966
CONSTRUCTION
DIVISION

Routing

Marcola
Trout
Scott
Lit Applegate

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH H. BRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

Class
121131

6412

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 27, 1966

JUN 29 1966
RECEIVED
FISH COMMISSION

- Director
- Asst. Director
- Fiscal Officer
- Spec. Asst.
- Auditor
- Licenses
- Fish Culture
- Research
- Engineering
- Water Res.
- Info-Ed.
- Surname

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting on July 28, 1966. Would you please give these your special attention and recommendations as soon as possible.

North Unit, Siletz-Toledo Section, Siletz Highway, Lincoln County.

Hermiston-Hinkle Section, Hermiston Highway, Umatilla County

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

7/21/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T.C. Roake
J. E. Morelock
R. D. Asburry (2)
A. F. Parson (2)
fp

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

7-19-66 Enc. S.N.R.

Dear Mr. Morgan
We anticipate no fishery conflicts on the Hermiston-Hinkle Section Hwy.
We concur with the comments submitted to you on July 13, 1966 by the Oregon Game Commission regarding Siletz Hwy. project
cc OFC

BURT CARNEGIE

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
REVISED PROJECT BASE DESIGN REVISED

Page 1 of 4 Pages

Section N. UNIT, SILETZ - TOLEDO Highway SILETZ (FAR 196) County LINCOLN

Proj. Engr. _____ Approx. Length 3.0± Miles. Sta. 127± to Sta. 277±

Prefix 120-1(8)2 Date 6-27-66

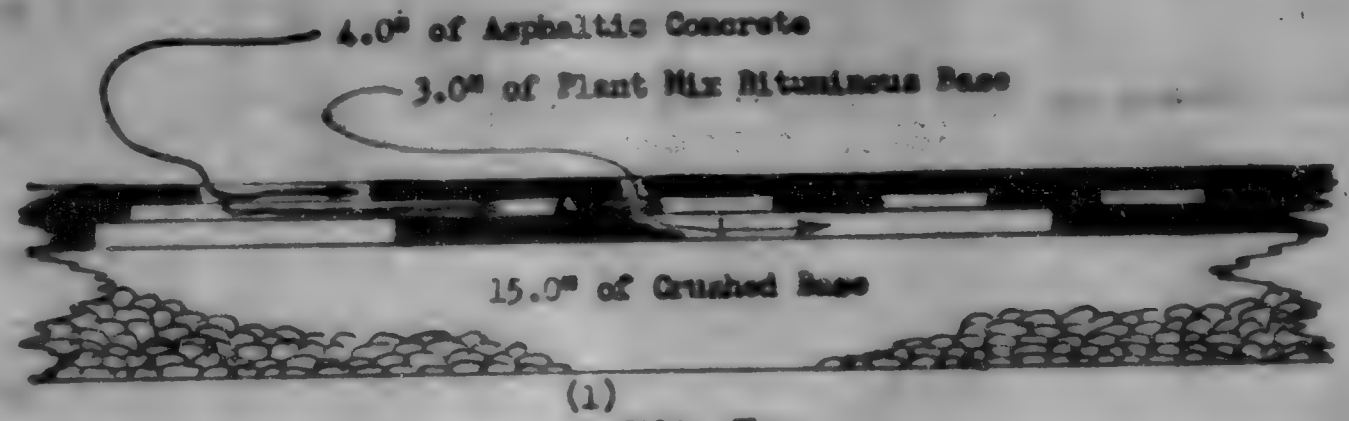
Truck A.D.T. 203 Traffic Coefficient 8.8 18 kip s.a. per day 142.2.

Annual Precipitation 67"± Frost Penetration ------.

(1)

Typical Soil

49	LL
12	PI
100	%P 10
96	%P200
0	%Gravel
0	%C Sand
6	%F Sand
52	%Silt
42	%Clay
9	"R" Value



(1) Silty Clay

AASHO CLASSIFICATION:
A-5 (11)

MATERIAL SOURCES:
To be determined by the Engineer

	CBE Total Req.	Granite	Actual Thick.	
		8.0	4.0	A.C.
		5.5	3.0	P.M.B.
		15.0	15.0	Cr. Base
	28.5	28.5	22.0	

Note:
Revised Project Base Design eliminates stage construction of the wearing course as shown on Project Base Design dated 12-9-65.

NOTED
APR 11 '67

cc:
[redacted]
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. J. Lang, Staff Assistant

Recommended by D A White, Engineer of Materials

Recommended by E. H. Morgan, Construction Engineer

Approved by M. K. Laroe, Asst. State Highway Engineer

N. UNIT, SILETZ - TOLEDO
SILETZ (FAR 196)
LINCOLN COUNTY

"OTHER ROADS"

Truck ADT	A.C. Wearing Surface	Level	Crushed Base	CBR Req.	Actual Thickness
30 - 90	3.5"	2.0"	15.0"	24.0"	20.5"
8 - 30	3.0"	2.0"	13.0"	21.0"	18.0"
1 - 8	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made, use the "CBR Requirement Column" to obtain the total required thickness, and the table below for values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Meet Standard Specs (plus 8% maximum (P #200 sieve	=	0.8" Crushed Base

SECTION: N. UNIT, SILETZ - TOLEDO

HIGHWAY: SILETZ (FAR 196)

COUNTY: LINCOLN

Traffic Analysis:

Calculation for Traffic Coefficient

Loadometer Study For Year _____

A. Present ADT 1200 (Total)

B. Future ADT 2040 (Total)

C. Mean ADT 1620 $\left(\frac{A+B}{2}\right)$

D. Design Period 20 Years

E. No. of Lanes 2

F. Percent Trucks 25 (ADT Basis) (Heavy Logging)

G. Trucks (in one direction) F= 12.5 x (C) 1620 = 203

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 203 x (H) 100 % = 203

TRAFFIC COEFFICIENT = K (T) $^{0.119}$

where K = 4.669

= 5.8

SECTION: N. UNIT, SILETZ - TOLEDO

HIGHWAY: SILETZ (VAR 196)

COUNTY: LINCOLN

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Considerations: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

Asphaltic Concrete is recommended for the following reasons:

This project is through an old slide area and an area of poor foundation material. Minor problems are anticipated and A.C. lends itself to this type restoration.

RECEIVED
AUG 24 1966
FOR FILING
Carl
RH
Silets Line

August 24, 1966

Mr. Warne Nunn
Executive Assistant
Executive Department
State Capitol Building
Salem, Oregon 97310

Dear Mr. Nunn:

Attached is a suggested reply for the Governor's consideration to Carl V. Cooper's August 12 letter relative to early contracting of a project on the Siletz Highway just southerly of Siletz.

While this project is needed and has been considered by the Commission on several occasions, sufficient monies have not been available to undertake the work. Mr. Cooper is mistaken--the project was never on the official schedule for the July 26 bid opening.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
R. D. Asburry

RLP:ms fn

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

August 24, 1966

Mr. Carl V. Cooper
140 S. W. Coast Highway
Newport, Oregon

Dear Mr. Cooper:

This is in response to your August 12 letter relative to a future project on the Siletz Highway.

Your Highway Commission is very much aware of the desirability of this project but the section has been in competition with many other needed improvements when construction schedules have been formulated. The problem of allocating existing revenue so that the state, overall, receives the optimum benefit is a very frustrating and ofttimes perplexing problem.

I know the Siletz Highway project will receive consideration along with other urgently needed improvements and that the Commission will place the work under contract just as soon as sufficient funds can be allocated for it.

Aug. 13, 1936.

Honorable Mark Hatfield
950 Court N.E.
Salem, Ore.

Dear Sir & Senator:

Speaking on the behalf of many of my fellow Co-workers in the County of Linn, we respectfully request that you and your office use its influence to encourage the State Highway Commission to put the Lebanon-Lacomb project back on a bid letting for the near future, this job had been planned for July 28 letting but has been withdrawn.

We feel that the project should be let now instead of holding it off as it would tend to relieve the unemployment if it were let.

The present time is the best time to withhold any type of work as unemployment increases daily due to layoffs and retrenchment in the Lumber Industry.

We pray you will take a favorable consideration of the proposal

Yours truly,

Civil Engineer.
176 S.W. Cedar Albany
Oregon

AUG 15 1936

I-5-2(52) Roberts Mt.-Myrtle Cr. Sec., 1966
109 Pacific Hwy. (Roadside
#6943 improvement)

RECEIVED
SEP 17 1968

FOR FILING
I-5-2(52)K 9
6943

September 16, 1968

Mr. Randolph Slocum
Lawyer
P. O. Box 899
Roseburg, Oregon 97470

NOTED ON CARD
wlw

Dear Mr. Slocum:

Thank you for your letter of September 13 advising us that Jack Anderson's claim against Aichele Landscaping, Inc., in the amount of $750.75 has been satisfied in full.

Your letter states this was in reference to the Aichele Landscaping, Inc., Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek section of the Pacific Highway in Douglas County.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:wln

cc United Pacific Insurance Company
F. G. Sauer Co.
Aichele Landscaping, Inc.
Commission

Randolph Slocum
LAWYER
1202 S. E. DOUGLAS
P. O. BOX 693
ROSEBURG, OREGON 97470
672-3386

September 13, 1968

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: My Client Jack Anderson
Contractor Aichele Landscaping
Contract No. 6943
Roberts Mountain-Myrtle Creek
Section of Pacific Highway

Dear Mr. Query:

Pursuant to the request contained in your letter of April 30, 1968, this is to advise that the claim of my client, Jack Anderson, in the amount of $708.75 has been satisfied in full.

Thank you very much for the assistance which you rendered in the matter.

Very truly yours,

RANDOLPH SLOCUM

RS:nrb

NOTED
FLOYD QUERY

RECEIVED
SEP 16 1968
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1968

I-5-2(52)109
6943

August 29, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6943 awarded to Aichele Landscaping, Inc., for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County was completed on June 12, 1967, and accepted by the Highway Commission on August 28, 1968.

Final payment in the amount of $8,517.52 will be released to the contractor after September 6, 1968. The total contract amount is $97,300.55 including $1,615.99 for work performed under force account.

You have been advised previously of claims filed with us.

Very truly yours,

Floyd Quarry, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon

L. H. Young
C. E. Maison
Attn: John Herr

RECEIVED
AUG 29 1968
Exec. Files

I-5-2(52)107

6943

August 28, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 12, 1967, on Contract No. 6943. The contract was with Aichele Landscaping, Inc., and was for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 28, 1968, and that you concur in this procedure at the Commission meeting on October 1.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
C. T. Keasey

srb fn

I-5-2(52)109
69-43

FORM S-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Roberts Mt.- Myrtle Cr.		WEEK ENDING: June 28, 1968
		SECTION PREFIX: 610-1020
HIGHWAY: Pacific		COUNTY: Douglas
NAME OF JOB: Roberts Mt.- Myrtle Creek	KIND OF WORK: Roadside Improvements	
CONTRACTOR: Aichele Landscaping Inc.	CONTRACT NUMBER: 6943	FEDERAL AID PROJECT NUMBER: 1-5-2(52)109
DATE OF CONTRACT: October 19, 1966	DATE WORK STARTED: April 4, 1967	ESTIMATED COMPLETION DATE: Completed
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 223
PROJECT AUTHORIZATION: $67,666.95	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $62,855.08	ENGINEERING AUTHORIZATION $ 4,811.87	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $57,301.95	ENGINEERING COST TO DATE $ 7,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 9 %	PERCENT OF AUTHORIZATION 158%	DATE PROJECT WAS COMPLETED: June 12, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD.		
			TOPSOIL	TREES	SHRUBS	VINES	
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			7,570	470	3,960	22,500	
TOTAL QUANTITIES CORRECTED TO DATE			7,031	438	3,648	20,188	
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			7,031	438	3,648	20,188	
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Routing

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY 24	Fair			
TUESDAY 25	Fair			
WEDNESDAY 26	Fair			
THURSDAY 27	Ptly.Cldy.			
FRIDAY 28	Fair			
SATURDAY				

RECEIVED
GIFFORD

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete. Post ~~semi-~~ final estimate submitted June 27, 1968.

SIGNED J. R. Haydon LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
MAY 14 1968
BUREAU

I-5-2(52)147
6.4 U

May 13, 1968

Aichele Landscaping, Inc.
11350 S. E. Stevens Road
Portland, Oregon

Contract 6948
Prefix 619-1029
FAP I-5-2(52)147

Gentlemen:

The Bureau of Public Roads has made the final inspection of work performed under Contract No. 6948, Roberts Mtn.-Myrtle Creek Section of the Pacific Highway in Douglas County.

The contract work has been completed to the satisfaction of the Bureau of Public Roads. Your Materials Report, Form PR-47, must be submitted to the resident engineer prior to the State Highway Commission acceptance of the contract.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Kleive
Assistant State Highway Engineer

cc: R. L. Turner
C. H. Matson
F. D. Morgan
L. H. Young

VG:ls

RECEIVED
MAY 9 - 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

File #4380

FILED
MAY 1 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
MAY 1 8 44 AM '68
CLAY MYERS
SECRETARY OF STATE

April 30, 1968

Mr. Randolph Slocum
Lawyer
P. O. Box 899
Roseburg, Oregon 97470

NOTED ON CARD

Dear Mr. Slocum:

This is in reply to your letter of April 25 stating that Aichele Landscaping owes your client, Jack Anderson, $708.75 for topsoil.

This appears to be in reference to the Aichele Landscaping, Inc., Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

The United Pacific Insurance Company through F. G. Sauer Co., 227 Terminal Sales Building, Portland, furnished the performance bond on this contract which is given to assure completion of the job and payment of all bills incurred in it. The State does not make payment of claims but looks to the prime contractor and surety for such payment. We will advise them of the receipt of your letter, and we will also forward it to the Secretary of State for filing.

Please notify this office when your client's claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

RECEIVED
MAY 2 - 1968
OREGON
STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
F. G. Sauer Co.
Aichele Landscaping, Inc.
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

Randolph Slocum
LAWYER
1202 S. E. DOUGLAS
P. O. BOX 699
ROSEBURG, OREGON 97470
672-3366

April 25, 1968

Floyd Query, Secretary
Oregon State Highway Commission
State Highway Department
Salem, Oregon 97310

Re: Contractor - Sol Aichele
Landscaping Agreement
Interstate Highway No. 5

Dear Mr. Query:

I represent Jack Anderson of Route 1 Box 429, Myrtle Creek, Oregon, relative to certain topsoil which was purchased from him by Sol Aichele in April and May, 1967. The topsoil which was purchased from Mr. Anderson was for the purpose of landscaping the section of Interstate 5 between the South Roseburg Interchange and the Myrtle Creek Interchange. Two installment payments were to have been made by Mr. Aichele to Mr. Anderson. The first installment of $1,000.00 was regularly made and accepted. At the time that the agreement was made, there was a gravel contract between Mr. Anderson and Inter-City Rock & Concrete, Inc., a now defunct corporation. Inter-City made a claim against Mr. Anderson for part of the proceeds from the contract and this matter was resolved in Mr. Anderson's favor in the District Court of the State of Oregon for Douglas County by judgment dated November 10, 1967.

The second payment due from Mr. Aichele to Mr. Anderson fell into the hands of Inter-City and they have since refused to return the check to me. Possibly it has been lost or destroyed. In any case, I have written to Mr. Aichele on two separate occasions requesting that he stop payment on the first check and issue a second check to Mr. Anderson in the amount of $708.75, the balance due him under the contract on the second installment.

As I say, the litigation was resolved in favor of Mr. Anderson and there is no question but that the balance due under the agreement should be paid to him rather than to the defunct Inter-City corporation. This is about as explicit as I can be relative to the matter and I would appreciate your giving it your consideration before Mr. Aichele is paid off in full by the State

RECEIVED
APR 28 1968
OREGON
STATE HIGHWAY COMMISSION

Highway Department. Anything that you can do to help in the matter would be appreciated.

Very truly yours,

RANDOLPH SLOCUM

RS:nrb

RECEIVED
APR 26 1968
OREGON
STATE HIGHWAY COMMISSION

FORM E-1288 (10 M 4-67)

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-2(52)109

6943

McCooper

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

April 29, 1968

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6943
Prefix 610-1020
FAP I-5-2(52)109

Dear Sir:

The replacement planting work under Contract No. 6943, Roberts Mountain - Myrtle Creek Section of the Pacific Highway in Douglas County, was completed April 23, 1968.

We request that your office return a signed copy of this letter indicating acceptance of listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

NOTED
F. B. KLABOE

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date May 1, 1968

Conditions noted on above date:

The project was inspected on April 23, 1968 and considered as satisfactorily completed on that date.

for E.E. Simpson
Division Engineer

RECEIVED
MAY 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

VG:jg
to: Forrest Cooper
L. H. Young

Form E-206—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-5-2(52)109
(-1113

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are [illegible]

G-IP

APR 8 [illegible]

[illegible] Dist. Engineer
U.S. Bureau of Public Roads

Project Name Roberts Mtn.-Myrtle Creek Date April 9, 1968

Highway Pacific Contract No. 6943

County Douglas Prefix 610-1020

Contractor Aichele Landscaping Inc. F. A. Project No. I-5-2(52)109

Address 11360 SE Stevens Rd., Portland, Oregon Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Restore eroded fill slope (planting bed)

NOTED
F. B. KLABOE

Location by station numbers:

3170 - 3175

Estimate of quantities and cost:

Labor	$450.00
Equip. rental	200.00
NET INCREASE IN PROJECT COST	$650.00

(Maximum equipment rates allowable will be as per State-AGC agreement)
(Percentage allowed contractor will be in accordance with executed contract for the project.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Past winter rains have eroded fill slope just south of Booth Ranch Bridge. The fill slope is a planting bed under this contract. No provisions for this type of work in contract. Work has not begun.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 67,666.95
Present estimate of project cost, including $ 650.00 for work under this order	$ 67,666.95
Expected under-run / over-run amount	$
Expected under-run / over-run per cent	

Space to right of this line is for use of Salem Office

Submitted by: /s/ J. R. Hagedorn, Resident Engineer

Approval Recommended: /s/ John A. Bond, Construction Engineer or Bridge Engineer

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young

Form E-296—5M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

I-5-2(52)109
6943

APPROVED
Contingent upon modification of project agreement if additional funds are required.
APR 8 1968 G-1P
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Roberts Mtn.-Myrtle Creek Date April 9, 1968

Highway Pacific Contract No. 6943

County Douglas Prefix 610-1020

Contractor Aichele Landscaping, Inc. F. A. Project No. I-5-2(52)109

Address 11360 SE Stevens Rd., Portland, Oregon Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Drainage correction (to further avoid fill slope erosion).

Location by station numbers:

3170 - 3175

Estimate of quantities and cost:

Labor	$400.00
Mt'ls & Supplies	300.00
Equip. Rental	100.00
NET INCREASE IN PROJECT COST	$800.00

(Maximum equipment rates allowable will be as per State - A.G.C. agreement.)
(Percentage allowed contractor will be in accordance with executed contract for the project.)

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Past winters rains have eroded fill slope (planting bed). No work of this type called for in contract. Work has not begun.

NOTED
F. B. KLABOE

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 67,666.95	
Present estimate of project cost, including $ 800.00 for work under this order	$ 67,666.95	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Submitted by: /s/ J. B. Hagedorn, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or ~~Project Engineer~~

Approval Recommended: /s/ Carl M. Williams, Division Engineer

Approved: /s/ L. H. Young

RECEIVED
AUG 21 1967
FOR FILING

I-5-2(52)109
6943

August 21, 1967

Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon 97266

Attention: Mr. Sol Aichele, President

Gentlemen:

Today we received your letter of August 19 concerning a claim filed by Joseph Csergei against Rich Northwest Nurseries on your Contract No. 6943 on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway.

The State in its dealings with contractors recognizes only the principal contractor and he is held responsible for the proper completion of the contract. The State in turn makes all payments for contract work directly to the principal contractor.

A considerable number of claims are filed with us on various contract jobs, and in acknowledging these claims we make no effort to determine their validity. Many of the claims are controversial and should be settled between the principal and the sub.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:gc

Aichele Landscaping

11360 S. E. Stevens Road
Portland, Oregon 97266
Phone 654-8816

Shrubs - Sprinkling Systems - Mulching - Hydraulic Seeding

August 19, 1967

Oregon State Highway Department
State Highway Building
Salem, Oregon

Re: Claim letter - July 31, 1967
Contract # 6943 - - - - - -

Floyd Query:

The shrubs delivered to Roberts Mountain by Joseph Dsergei, through Rich Northwest Nurseries were rejected by the State of Oregon upon delivery and were not ever planted. How can a claim be made upon me for material not ever accepted? Mr. Joseph Csergei was supplying shrubs direct to Rich Northwest Nurseries for a contract agreement with Aichele Landscaping, Inc.

Rich Northwest Nurseries has been paid for all material that was accepted by the State of Oregon only. We have all receipts of shrubs we had to locate, and were paid, after Rich Northwest Nurseries could or would not supply us with acceptable material.

Please advise Joseph Csergei to contact Rich Northwest Nurse ries for the rejected material, that was notified to pick up, left by the roadside.

Very truly yours,
Sol Aichele
Sol Aichele, President

Aichele Landscaping, Inc.

RECEIVED
AUG 21 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER WASCO
DAVID B. SIMPSON, MEMBER PORTLAND

RECEIVED
AUG 16 8 17 AM '67
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 14, 1967

Claim File No. 4320
FILED
AUG 1 1967
CLAY MYERS

Mr. Richard D. Nelson
Attorney at Law
Oregon Bank Building
Portland, Oregon 97204

I-5-2(52)109
6943

Dear Mr. Nelson:

This is in reply to your claim letter of August 8 stating that your client C. L. Staab, d.b.a. Staab's Nursery, has a claim for supplying certain materials in the amount of $5,808.20, plus interest, on the following State Highway contracts:

Aichele Landscaping, Inc., Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Aichele Landscaping, Inc., Contract No. 6950 for roadside improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

NOTED ON CARD

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on each of these contracts which is given to assure completion of the job and payment of all bills incurred in them. We will advise the surety and the agent of the receipt of this claim and we will also forward it to the Secretary of State for filing.

We also acknowledge a copy of your letter dated August 10 addressed to the Secretary of State with attached Notice of Claim. This claim appears to be identical to the one outlined in your letter of August 8, 1967.

RECEIVED
AUG 16 1967
OREGON
STATE-HIGHWAY COMMISSION

Please inform this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Company
F. B. Bauer Company
Nichols Landscaping, Inc.
Commissioners
Mrs. Gary Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

NOTICE OF CLAIM
AGAINST AICHELE LANDSCAPING INC., PURSUANT
to ORS 279.528

to: OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON:

Notice is hereby given that the undersigned, C. L. Staab, dba Staab's Nursery, located at 16540 N.E. Glisan Street, Portland, Oregon, has a claim for $5,808.20 for materials furnished by the undersigned, together with interest accrued at $112.20 thereon, as of July 31, 1967, and against the bond executed by Aichele Landscaping Inc., as principal, and United Pacific Insurance Company, a Washington corporation, as surety, said bond was executed for the work relating to the following:

Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Contract No. 6950 for roadside improvement on the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

Said materials were used for the prosecution of the work provided for in said contracts. See Exhibit A attached hereto.

Dated this 9th day of August, 1967.

C. L. Staab

RECEIVED
AUG 14 1967
OREGON
STATE HIGHWAY COMMISSION

TOTAL SALES
of
STAAB'S NURSERY
to
RICH NORTHWEST
NURSERIES, INC.

1,	6	6	7	.3	5	
		7	9	.3	5	
	3	3	2	.5	[illegible]	
	2	7	4	[illegible]	[illegible]	
1,	8	1	8	.7	[illegible]	
	1	9	6	[illegible]	[illegible]	
	2	0	2	[illegible]	[illegible]	
	8	5	3	.1	[illegible]	
	9	4	2	.4	[illegible]	
	3	7	8	[illegible]	[illegible]	
	4	4	5	.2	[illegible]	
	4	5	6	.9	[illegible]	
	4	5	3	.6	[illegible]	
1,	1	7	1	.4	[illegible]	
	4	3	8	[illegible]	[illegible]	
	4	9	4	[illegible]	[illegible]	
1,	0	8	0	[illegible]	[illegible]	
1 1,	2	8	2	[illegible]	[illegible]	*

TOTAL PAYMENTS

1,	6	6	7	.3	5	
1,	2	3	2	[illegible]	[illegible]	
1,	5	7	4	[illegible]	[illegible]	
1,	0	0	0	[illegible]	[illegible]	
5,	4	7	4	.1	[illegible]	*

RECAP

11,282.35	sales
5,474.15	payments
5,808.20	BALANCE DUE

PORTLAND 14, ORE.

Commercial Landscaping

DATE 8/14/67

Rich Northwest Nurseries Inc.
Hillsboro Oregon

B 5022

TERMS Net 30 Days
1% 10th Prox.

CHECK [ ] CHARGE [X]

			AT	PRICE	AMOUNT
570	Oregon Grape		18-24	@ .321	185.25
	Less 10% Oregon Grape				185.25
					1,667.25
					Ans
18	Eureka Maid Rhod		21-24	@ 1.31	96.30
2	Betty Robertson Rhod		18-21	.461	9.30
					105.60
	Rhod. 21-% On Rhod.				26.21
					79.39

Bob Rich

1667.21
79.31
1746.60

RECEIVED
AUG 14 1967
OREGON
STATE HIGHWAY COMMISSION

Rich Northwest Nurseries Inc.
Hillsboro Ore.
Net 30 days 1% charge per Mo. thereafter

2/5/62

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	SIZE	DESCRIPTION	GRADE	PRICE	AMOUNT
136		Portugal Laurel	30-36	@ 3.37	492.00
		Less 25%			123.00
					369.00

Alfred Crowley

AAB'S NURSERY

Flowering Shrubs — Commercial Landscaping

PORTLAND, OREGON

SOLD BY

DATE 3/22/63

Reid Northwest Nursery

B 5061

TERMS Net 30 Days
1½ Per Mo

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	GRADE	PRICE	AMOUNT
78	Vulcan Red	18-21 @ 4.65	$362.70
		Less 25%	90.68
			$271.00

Jane Talbott

Bal. $4040.10
123.20
3,807.20

NURSERY

Commercial Landscaping

Date 2/25/67

Rick Northwest Nursery
Hillsboro Or.

B 3044

TERMS Net 30 days
1% discount

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		PRICE	AMOUNT
500	Golden Pfitzer Order No 304	*.261	132.00
500	Japanese Laurel Order No 286	*.220	110.00
			242.00
			606.25
			848.25
			(232.40)
			585.85

Sales Tax

Jack Davis

A & B NURSERY

SOLD TO Rich Northwest Nursery
Hillsboro Oregon

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	ITEM	PRICE	AMOUNT
98	Douglas Juniper	11-15 2.00	196.00

Mike Alberts

STAAB'S NURSERY

Rick Northwest Nurseries
Hillsboro Oregon

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		GRADE	PRICE	AMOUNT
601	Douglasi Junipa	11-15	2.00	2120.00

Mike Alberts

SHIP VIA

4/21/67

SOLD TO Rich Northeast Nursery
Hillsboro Ore.

B 3303

30 Days 1% Eight

QUANTITY | PRICE | AMOUNT

449 Golden Pfeiffers @1.90 M $53.10

Mike Allen

4 1/4
3 4 6
1 4

8 1/4
7 4 5
3

Phone Alpine 3-9960

STAAB'S NURSERY

PORTLAND 30, ORE.

Commercial Contracting

Ship Via

Ship On

Via

Routed

Delivering Sta.

Packed By

DATE 4/27/67

SOLD Rich Northwest Nurseries
Hillsboro Or.

B 3810

TERMS: Net 30th 1% 10th prox

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		GRADE	PRICE	AMOUNT
296	Golden Pfitzer			
131	Blue Pfitzer		Net @ 1.90	562.40
			Net @ 1.90	248.90
				$811.30
69	Golden Pfitzer		Net @ 1.90	131.10
				$942.40

Mrs. Allred

STAAB'S NURSERY

We Specialize in Rhododendrons | Camellias | Azaleas | Flowering Shrubs | Commercial Landscaping

SOLD TO: Rich's Lois Nursery

DATE: 5/23/47

B 3817

Terms 30 day net, 1%

TERMS: CASH | CHECK | CHARGE

QUANTITY		GRADE	PRICE	AMOUNT
2184	Arctostaphylos uva-ursi (State Hybrid)		(net) .20	$ 436.80

Mike Allen

Phone ALpine 3-9960

STAAB'S NURSERY

1600 N. E. Broadway
PORTLAND 32, ORE.

We Specialize in Rhododendrons & Camellias — Azaleas — Flowering Shrubs — Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 5/23/62

SOLD TO Rich Northwest Nursery

B 3613

Terms 30 day Net 12 thereafter TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	ITEM	PACK	GRADE	PRICE	AMOUNT
2226	State Hybrid Rhododendrons	net	#1		445.20

Mike Alberts

STAAB'S NURSERY

Rich o Son

terms 30 days net 1%

1500 State Hybrid mm-mini (mult) .10 = 375.00

Mike Albrecht

STAAB'S NURSERY

SOLD TO Rick & Sons Masonry

Terms 30 day Net — 1%

4/23/07

TERMS: CASH ☐ CHECK ☐ CHARGE ☒

QUANTITY SOLD	VARIETY	PRICE	GRADE	PRICE	AMOUNT
2248	Arctostaphylos uva-ursi (State Hybrid)			Net 20	453 60

Mike Allen

STAAB'S

SOLD TO Reich + Son

TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	CHECK	VARIETY	RE-CK	GRADE	PRICE	AMOUNT
5857		Kiwi Kiwi				

Mike Albert

Phone ALpine 3-9966

STAAB'S NURSERY

We Specialize in Rhododendrons · Camellias · Azaleas — Flowering Trees — Companion Landscaping

PORTLAND, OREGON

SHIP VIA | CALLED FOR | PACKED BY | DATE 5 Jul 62

SOLD TO Richardson

B [redacted]

TERMS:

CASH ☐ CHECK ☑ CHARGE ☐

QUANTITY	ITEM	M CR	GRADE	PRICE	AMOUNT
2/90	Kin Kin	net		70	135.00
	mike Alberts				

STAAB'S NURSERY

Rich o dari

100 Oregon Grape Compacta
Co per doz Tel Adams Convention
3/4/20 conv. with Sam Rich

100 Oregon Compacta

Peter Goldtraeth.

Phone ALpine 3-9960

STAAB'S NURSERY

16340 N. E. [illegible]
PORTLAND 30, ORE.

Azaleas Flowering Shr[illegible] Commercial Landscaping

SHIP VIA | [illegible] FOR | FILLED BY | DATE 3/17/67

Rick Northwest Nurseries Inc.
Hillsboro Ore.

B 2068

TERMS: Net 30 days 1% discount

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY [illegible]	PLANT	GRADE	PRICE	AMOUNT
Purchase Ord 0587				
206	Pfitzer Compacta	15-18	2.00	412.00
41	Dalles Pfitzer	18-24	2.00	82.00
				$494.00

Jane Staab Inc.

FORM E-123X 10M

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WASCO
DAVID B. SIMPSON, MEMBER, PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 4 8 17 AM '67
CLAY MYERS
SECRETARY OF STATE

FOR FILING
AUG 10 1967

I-5-2(5)4.189
Claim File No. 4318

FILED
AUG 4 1967
CLAY MYERS
SECRETARY OF STATE

August 3, 1967

Mr. Joseph Coergel
Arago Nursery
Brooksbent, Oregon 97414

NOTED ON CARD

Dear Mr. Coergel:

This is in reply to your claim letter of July 31 informing us that Rich Northwest Nurseries owes you for shrubs in the amount of $2,935.25.

From the description given in your letter, this appears to be in reference to Aichele Landscaping, Inc., Contract No. 6943, for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on this contract which is given to assure completion of the project and payment of all bills incurred in it. We will advise them of the receipt of your claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
F. G. Sauer Company
Aichele Landscaping, Inc.

√ Hon. Clay Myers - Please acknowledge receipt of this attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

RECEIVED
AUG 7 1967
OREGON
STATE HIGHWAY COMMISSION

Broadbent, Oregon

July 31, 1967

Secretary
Oregon State Highway Dept.
Salem, Ore.

Dear Sir.

Please be advised that we furnished shrubs to the value of $2,35.25 through Rich Northwest Nurseries, Henry C Hauser, Pres. to Aichele Landscape Co. on the Roberts Lt. Roadside Imp. Contract No. 6,43

2157 Manzanita @ $1.25

1,2 Wax Myrtle @ $1.25

Yours truly,

Joseph Csergei

Joseph Csergei

Arago Nursery
Broadbent, Oregon
,7414

N. TED
FLOYD QUERY

RECEIVED
JUL 31 1967
OREGON
STATE HIGHWAY COMMISSION

Broadbent, Oregon

July 31, 1967

Secretary
Oregon State Highway Dept.
Salem, Ore.

Dear Sir.

Please be advised that we furnished shrubs to the value of $2,35.25 through Rich Northwest Nurseries, Henry C Hauser, Pres. to Aichele Landscape Co. on the Roberts Lt. Roadside Imp. Contract No. 6343

2157 Manzanita @ $1.25

192 Wax Myrtle @ $1.25

Yours truly,

Joseph Csergei

Joseph Csergei

Arago Nursery
Broadbent, Oregon
97414

NOTED
FLOYD QUERY

RECEIVED
JUL 31 1967
OREGON
STATE HIGHWAY COMMISSION

AFFIDAVIT PURSUANT TO 279.515

8-1-67

STATE OF OREGON)
) ss
County of Multnomah)

I, RICHARD D. NELSON, being first duly sworn on oath, depose and say:

That I am an attorney at law, having been admitted to practice in the State of Oregon on September 2, 1952, and have offices in Room 720 of the Oregon Bank Building, Portland, Oregon.

That I have been retained by C. L. Staab, dba Staab's Nursery, 16540 N. E. Glisan Street, Portland, Oregon, to represent him relative to his claim for materials supplied to Rich & Sons-Northwest Nurseries, Hillsboro, Oregon. Said materials, I am informed and believe, and therefore state, were supplied relative to the following:

Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Contract No. 6950 for roadside improvement on the S. W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

That my client's claim amounts to $5,808.20, together with interest of $112.20 accrued as of July 31, 1967.

I am informed and believe and therefore state that the prime contractor on said roadside improvements was and is Aichele Landscaping Inc.

That I make this affidavit on behalf of the above-named client in order to secure a copy of the contracts executed by and between Aichele Landscaping Inc., and the Oregon State Highway Commission and also to receive a copy of the bond in relation to said contracts.

C L Staab

Subscribed and sworn to before me this 1st day of August, 1967.

Richard D Nelson
Notary Public for Oregon
My Commission Expires:

RECEIVED
AUG 9 1967
OREGON
STATE HIGHWAY COMMISSION

I-5-2(52)109

JOHN H. HORN
RANDOLPH SLOCUM
P. J. WASHBURN

6943

LAW OFFICES
Horn, Slocum & Washburn
1202 S. E. DOUGLAS
ROSEBURG, OREGON
97470

P. O. BOX 936
TELEPHONE
672-3366

July 11, 1967

6943

Mr. E. B. Baker
2504 S. W. Austin Road
Roseburg, Oregon

Mr. Alferd Meyer
Page Road
Winchester, Oregon

Re: Jack Anderson

Gentlemen:

Mr. Jack Anderson advises that you have made demand upon Sol Aichele for payment of sums owing to Mr. Anderson for topsoil taken from the Anderson property. Your claim is apparently based upon the "agreement" to allow you to purchase gravel and topsoil from the site for 12 cents per yard.

Mr. Anderson claims that you apparently did not wish to use any of the sand or gravel, and that he expressly requested permission to make the sale to Mr. Aichele. He claims that such permission was given by you.

In any event, I have advised Mr. Anderson that since the agreement does not obligate you to do anything, and since you paid no consideration whatsoever, there is no consideration for the alleged lease to you.

I have also advised Mr. Anderson that even had there been a nominal consideration, which there was not, a court of equity would not permit you to collect such a windfall.

Since all leases of Winston Sand & Gravel are now the property of Ralph Fisher, and since Mr. Fisher is willing to cancel the agreement, it would appear that there is no possibility of Mr. Anderson ever receiving any consideration whatsoever under the purported agreement. This could at best be considered a unilateral offer on the part of Mr. and Mrs. Anderson that has never been accepted by Winston Sand & Gravel.

Cec -
Was this claim foled with as?
Could not find any.

RECEIVED
NOV 28 1966
COMMISSIONERS
FILING

GLENN E. JACKSON, CHAIRMAN
REDMOND
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 28, 1966

6943

Aiabele Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6943 for roadside improvement on Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.

cc United Pacific Insurance Company
415 S.W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Co.
Fidelity and Surety Department
P.O. Box 1216
Tacoma 1, Washington

STATE COPY

Form Approved; Budget Bureau No. 41-R3089

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-88		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3 # 143	*(PPM 21-7)* 11 12 66	Douglas
		PROJECT NO. I-5-2(52)109

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Roberts Mt.-Myrtle Creek Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER *(Specify)*		

FUNDS	
ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 66,163	$ 61,000.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Klabo

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Manager

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(52)109

ROBERTS MTN.-DORTLE CREEK SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

(P. S. & E. Estimate.)

Salem, Oregon, September 6, 1966

Type Code X003
Roadside Improvement (Sta. 2978 00 to Sta. 3375 00)

Furnishing and Placing Topsoil	7,570 cu.yds.	$ 3.50	$26,495.00
Motor Grader	8 hours	20.00	160.00
Roadside Seeding and Mulching	6 acres	500.00	3,000.00
Furnishing and Planting Trees	470 only	15.00	7,050.00
Furnishing and Planting Shrubs	3,960 only	4.50	17,820.00
Furnishing and Planting Vines, Bearberry	8,730 only	0.50	4,365.00
Furnishing and Planting Vines, St. Johnswort	13,770 only	0.50	6,885.00
Grass Seed	160 lbs.	1.00	160.00
Inorganic Fertilizer	46 cwt.	8.00	368.00
Organic Fertilizer	56 cwt.	8.00	448.00
Manure Fertilizer	90 cu.yds.	10.00	900.00
Mulch	5 acres	1,000.00	5,000.00
			$72,651.00
Flagging (57½$ of Contractor's Cost)	All Required		$ 50.00
	Subtotal		$72,701.00
	10% Engr. & Cont.		7,270.00
	Total		$79,971.00

Length of Project - - - - - - - - - - - - 0.00 mi.

Federal Funds -	$73,500.00
State Funds -	6,471.00
	$79,971.00

Oregon State Highway Department

Federal-Aid
Project No. I-5-2(52)109

ROSEBURG NT.-SCHOOL CREEK SECTION

OF THE PACIFIC HIGHWAY IN DOUGLAS COUNTY

Project agreement estimate.

Salem, Oregon, October 25, 1966

Type Code X003
Roadside Improvement (Sta. 2978+00 to Sta. 3375+00)(Contract No. 6943)

Furnishing & Placing Topsoil	7,570	cu.yds.	2.50	$ 18,925.00
Motor Grader	8	hours	25.00	200.00
Roadside Seeding & Mulching	6	acres	300.00	1,800.00
Furnishing & Planting Trees	470	only	13.00	6,110.00
Furnishing & Planting Shrubs	3,460	only	4.10	16,236.00
Furnishing & Planting Vines, Bearberry	8,730	only	0.50	4,365.00
Furnishing & Planting Vines, St. Johnswort	13,770	only	0.32	4,406.40
Grass Seed	160	lbs.	1.00	160.00
Inorganic Fertilizer	46	cwt.	8.00	368.00
Organic Fertilizer	56	cwt.	8.00	448.00
Manure Fertilizer	90	cwt.	12.00	1,080.00
Mulch	5	acres	1,200.00	6,000.00
				$ 60,098.40
Flagging (57½¢ of Contractor's Cost)	All Required			50.00
			Subtotal	$ 60,148.40
			10% Engr. & Cont.	6,014.60
			Total	$ 66,163.00

Length of Project ———————— 0.00 mile

Federal Funds	$ 61,000.00
State Funds	5,163.00
Total	$ 66,163.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
NOV 3 - 1966

FILE COPY
(Prep. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6943 Salem, Oregon

DATE: November 1, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-2(52)109
Roberts Mtn. - Myrtle Creek Section
Roadside Improvement

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract no. 6943 to Aichele Landscaping Co. of Portland, Oregon, low bidder in the amount of $60,098.40 at the October 13, 1966 bid opening.

REFERRED TO
Young
DIST. STATE HWY. ENGR.
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILING
I-5-2(52)109
6943

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the Roberts Mtn.-Myrtle Creek Section, Project No. I-5-2(52)109.

The contractor receiving the award is Aichele Landscaping Co. of Portland in the amount of $60,098.40, with the Contract No. 6943 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction. Contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

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OCT 5 - 1966
FORM E-20X—50M—1-66 SP*6418-734

FOR FILING
I-5-2(52)109
(241)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 4, 1966

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Oregon Project I-5-2(52)109
Roberts Mt.-Myrtle Cr. Section
Roadside Improvement

Reference is made to the comments made in District Engineer Martin's letter of September 21, subject as above.

A careful review of the planting in the locations enumerated has been made. The following actions will be taken during construction:

At Stations 3015 to 3025 - Median planting of Incense Cedars on slope in back of guard rail will be moved southerly of Station 3031.

At Stations 3044 to 3054 - Planting of Ponderosa pines will be staked closer to the fence to give more than 30 foot clearance from edge of pavement.

At Stations 3086 to 3102 - Again, Pines and Incensecedars will be moved to give more than 30 feet clearance from pavement edge.

At Stations 3174 to 3185 - Trees in gore planting will be eliminated and planted within the rest area. Additional shrubs will be added if necessary.

At Stations 3185 to 3190 - Black poplars will be moved to give adequate clearance from pavement edge.

In addition, all future plans will have a notation stating: "No trees will be staked or planted within 30 feet of pavement edge of traveled lane."

I assume you will furnish the Division Engineer with copies of this correspondence for his information. We will ascertain that the trees are staked to comply with the above statements.

Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe ✓
F. D. Morgan
J. F. Swinth

STATE HIGHWAY

NOTED
F.B. KLABOE

Form CO-121 (11-63) (Prec. by A.O. 206-16)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 21, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-2(52)109
Roberts Mountain-Myrtle Creek Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's September 8 and September 13, 1966 reports.

You are authorized to proceed with the contractor's flagging included in your estimate for $50.00.

Where there is no guard rail present, we suggest planting trees which will have a trunk diameter greater than four inches on maturity adjacent to the right of way line in order to maximize clearance from the edge of the main travel lanes. As you know, it is desirable to provide a safety clearance of at least 30 feet for such trees. Tree plantings adjacent to the travel lanes in the median and in gore areas, where no guard rail is present, should be eliminated. Accordingly, please review the following areas:

Stations 3015 to 3025	(Median incensecedar planting)
Stations 3044 to 3054	(Ponderosa pine planting)
Stations 3086 to 3102	(Ponderosa pine and incensecedar planting)
Stations 3174 to 3185	(Gore shore pine planting)
Stations 3185 to 3190	(Black popler planting)

can be eliminated by letter or on the job during construction

We would appreciate your comments relative to the issuance of an addendum or field change following contract letting.

The use of Division II, Part 1, Earthwork, dated April 1966 as a Supplemental Standard Specification is approved subject to the comments of our May 11, 1966 specification approval memorandum which approved all other Supplemental Specifications.

orig to Young Valenzuela & Lis mailroom 9-27-66

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

SEP 27 1966
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-1(63) 23 #6944 — Suncrest Safety Rest Area Sec., Pac. Hwy. (Improvement) — 1966

RECEIVED
DEC 2 - 1968
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

E-5-1(13)23
6944

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 19, 1968

Mr. Norman B. Kobin
Kobin and Meyer
Attorneys at Law
314 Oregon Bank Building
Portland, Oregon 97204

RE: Suncrest Safety Rest Area
Contract No. 6944

Dear Mr. Kobin:

As indicated in my September 11 letter acknowledging the four-part contractor's claim you presented under date of September 4, we have now compiled some information on these matters and comment further on the claim as follows:

Item 1. As to the presence of unstable materials in the grading area, we believe it pertinent to seek and clarify the complete reasons for the alleged instability. This contract was awarded October 19, 1966 with a specified completion date of April 30, 1967. The contract included eight major work items (as set forth on Page 1 of the Special Provisions) with the grading and surfacing being a part of one work item. Careful attention to the timing and handling of the grading could be anticipated at the time of bidding. Section 102-3.15 cautions about avoidance of detrimental operations on the part of the contractor. The subgrade problems here were apparently aggravated by the contractor's methods and procedures, particularly in the vicinity of the 36-inch pipe installation made at an early stage. Construction techniques employed at that time of year should recognize the importance of temporary drainage and the proper disposal of surface water through the grading area. We do not believe the material involved here was inherently unstable. The contractor's choice of operations may have made it so at times. A review of many pictures of the work areas and a chart detailing weather and job progress on various items leads us to the conclusion that the State did not impose an unreasonable restriction on the contractor.

Item 2. A rather liberal time extension of 92 days has already been granted for added quantities and adverse weather. Since we do not agree that the State breached the contract under Item 1, we find no basis for additional extension at this point.

Item 3. Drawing No. L-1001 contains a note prominently shown on the elevation plan for the picnic tables "For 8-foot tables space tiles 5'-10" O.C." The length of the table top planks is not stated on this plan, only the number and end dimensions. This would clearly indicate that the plan could apply to more than one size table and the development plan, Sheet No. 4, states "Fifteen 8-foot permanent picnic tables." We believe the plans are clear on this point.

Item 4. We find two gross differences on rock quantities from the figures you quoted. Our calculation of the surfacing volume computes to be 3,428 cubic yards in place. The bid item being stated in cubic yards makes the measurement and payment on a truck yard basis. Rock tickets were issued accordingly as the rock was used, apparently with no protest at the time. Furthermore, observations and inquiry made by our inspector at the time the unused stockpile of material was moved indicate that substantially more than the 1,080 cubic yards you mention was actually hauled away.

We respectfully deny the request for additional compensation on the above items. If, after further consideration, your client still wishes to have a meeting, we will arrange to do so.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. D. Morgan
Construction Engineer

JAB:fw

bc: F. B. Klaboe
Tom Edwards
I. D. Merchant
C. T. Keasey

RECEIVED
NOV 22 1968
OFFICE OF
STATE HIGHWAY ENGINEER

Routing

Morgan | Pease
Decker | Morelock
Bond | Trout
Walker | Scott
Olson | Wills
 | Litchfield
 | Olson

RECEIVED
SEP 10 1963
CONSTRUCTION DIVISION

REFERRED TO
Klavon
BY DEPUTY STATE HIGHWAY ENGINEER

KOBIN & MEYER
ATTORNEYS AT LAW
314 OREGON BANK BUILDING
PORTLAND, OREGON 97204

NORMAN B. KOBIN
PAUL R. MEYER
CHARLES L. KOBIN
JACK L. JOYCE

LEO LEVENSON
OF COUNSEL

September 4, 1968

Mr. Forrest Cooper
Oregon State Highway Engineer
State Highway Department
Salem, Oregon 97310

RE: Claim of F. L. Somers
Contract No. 6944
Suncrest Safety Rest Area

Dear Sir:

This office represents F. L. Somers. He has requested that we at this office make known his claims of errors and omissions under the final and post-final estimate and claims for additional compensation, as follows:

Item 1 - Damages for Breach of Contract, $10,000.00.

Standard Spec 102-3.4 provides that if unstable materials are encountered at or below subgrade in roadbed excavation, that the engineer shall direct the removal thereof and backfill with select materials.

The specified life of this contract required that the work be performed during the winter and spring months. It could therefore be reasonably anticipated that there would be excess moisture in the subgrade. The State is charged with anticipating this moisture problem, and therefore should have contemplated that the Standard Spec above noted would be invoked.

Admittedly, there was more than the normal anticipated amount of moisture in the subgrade. The State refused to permit the removal of the unstable materials. Contractor was therefore unable to secure the amount of compaction required, and despite attempts to so do, and in addition its subgrade operations were substantially delayed.

The items involved in the foregoing claims include excessive rolling costs and equipment and personnel standby.

Item 2 - Liquidated Damages - 19 days at $100 a day, $1,900.00

Contractor requested an extension of 111 days, which was the original amount withheld. The Commission remitted 92 days. No explanation was given for the allowances.

The principal thrust of the claim is that the State's breach of the contract, as set forth in Item 1, resulted in substantially all the time overrun. Additionally, the condition of the subgrade was a matter beyond our control. The State relies upon Article 8-8 of the General Special Provisions as limiting extensions of time on fixed calendar days contracts to those matters specified. Our answer to this, of course, is that the State breached its contract and, additionally, subsection (f) should not be construed in this manner. The subsection is in fact ambiguous. If the State intended to limit extensions of time on fixed calendar contracts, it could have easily said so in a separate paragraph. The effect, therefore, would have been obvious to sophisticated bidders.

Item 3 - Picnic tables - $277.33, plus 15%.

Detailed drawing L1001 illustrates a 6-foot table.

The "site plans" show the location of the tables and mentions an 8-foot table.

The Special Provisions - Picnic Tables - Page 45, provides that the contractor shall construct the tables at locations shown on the site plans.

The details of construction shall be as shown on Drawing L1001.

Nowhere is the 6-foot detail drawing superseded by any other drawing or technical provision, unless the designation on the site plan drawing was meant to do so.

Contractor bid the job on the basis that 6-foot tables would be constructed. It ordered lumber accordingly. It was prevented from constructing a 6-foot table, and therefore suffered the cost of the materials and the freight purchased. The State takes the position that the site plans direct an 8-foot table.

Contractor's position is that under the Special Provisions the detailed drawings direct the construction. The site location drawing is inapplicable. If, in fact, the site drawing was applicable, the Special Provisions should have so noted. The failure to so note renders the contract ambiguous in this regard. Our interpretation of the contract being a reasonable one, the State is bound thereby, although it had a different intent.

Item 4--Stone Base.

Contractor claims that the State improperly computed the amount of stone base used.

The net quantities set in the contract are 5,674 cubic yards. The contract quantities are 6,200 cubic yards.

Payment was received for but 4,089 cubic yards based upon a truck measure.

Contractor estimated the cubic yards crushed by truck count into stockpile and cross-section of the completed stockpile. The computation was 7,500 cubic yards. 1,080 cubic yards were sold to others. This would leave a balance of 6,420 cubic yards in the stockpile. Assume production of 7,500 cubic yards, and assume further that 1,080 cubic yards were used elsewhere. By paying for 4,089 cubic yards, the State underpaid by 2,331 cubic yards. The bid price was $3.75 per cubic yard, or $8,741.25.

Another approach: A cross section of the entire area where rock was placed was taken. 5,200 cubic yards are involved in this cross section. Both the State of Oregon and the Bureau of Public Roads took representative core samples of the stone base. All core samples demonstrate that rock was placed to the contract depth, plus.

Assume the cross section computation was accurate. The core samples would support our having placed the 5,200 yards.

On the assumption that we placed 5,200 yards (increased by 25% to provide for shrinkage -- 6500 yards), the State has underpaid by 2,411 cubic yards, at $3.75 per cubic yard, of $9,033.75.

Mr. Somers suggests that the propriety of his claim could be established if he were given an opportunity of discussing the matter at an informal conference with your representatives. He has, therefore, requested that such conference be arranged if it meets with your pleasure.

Very truly yours,

KOBIN & MEYER

Norman B. Kobin

NBK:bw
cc: F. L. Somers

RECEIVED
SEP 5 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 11 1968
FOR ALL
I.5-1(63)23
6944

June 11, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington

Gentlemen:

A post-final payment for $9,200 will be made to F. L. Somers on Contract No. 6944 for improvement in the Suncrest Safety Rest Area on the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $228,827.80, including the post-final payment. Of the total, $2,242.81 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Mr. F. L. Somers
P. O. Box 666
Medford, Oregon

Mr. Victor S. Risley
Board of Trade Building
Portland, Oregon

bc C. H. Maison
Attn: John Herr

RECEIVED
JUN 20 1968
FOR FILING

I-5-1(63)23
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3-d
5-29-68

May 21, 1968

6350

Mr. F. L. Somers
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

The State Highway Commission at its meeting on May 29 considered your request for an extension of time on Contract No. 6944 for improvement in Sunerest Safety Rest Area on the Pacific Highway in Jackson County.

After careful consideration, the Commission granted you an extension of 92 days.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
Arvey Nelson
L. H. Young
Ivan Merchant
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

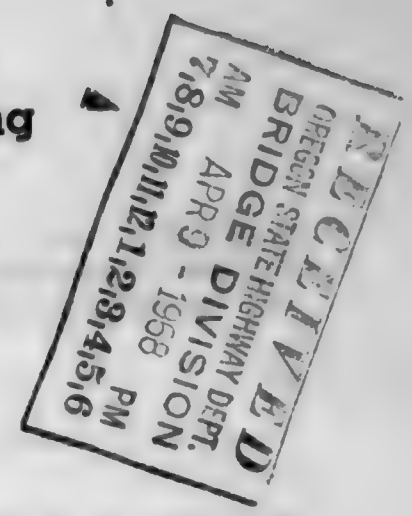
Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract



Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6944 Contractor F. L. Somers

Highway Pacific

Section Suncrest Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Grant 15 days account channel change excavation added, 4 days account installing 8" perf. drain pipe added, 5 days constructing lawn area added, 9 days performing seeding and mulching added and 59 days because of wet weather which prevented satisfactory subgrade construction. (Total 92 days) Assess liquidated damages for remaining 19 days consumed.

Recommended for Approval:

John Coppenrath Asst.
Division Engineer

Isaac V. Marchant
~~Construction Engineer~~ or
Bridge Engineer

John Edwards
State Highway Engineer

Contract No.	6944
Project designation	I-5-1(63)23 (State-Federal)
Date awarded	October 19, 1966
Work started	October 31, 1966
Per cent completed	100% Aug. 19, 1967 (Date)
No. of Workdays Allowed	Completion Date 4-30-67
No. of Workdays Used	158%
No. of Added Workdays Requested	111

SP*8196-734

M-520 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 20, 1968

Gentlemen:

We, the undersigned, respectfully request an increase of 111 calendar days from April 30, 1967 within which to complete our Contract No. 6944, without the assessment of liquidated damages. The said contract is described as follows:

Sunset Safety Rest Area, Jackson County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter dated 2 May 1967.

Respectfully submitted,

F. L. SIMES
Contractor

By F. L. Simes

CONSENT OF SURETY

Date March 28, 1968

We, FEDERAL INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: Victor S. Ruley
Attorney-in-fact

VICTOR S. RILEY CO.
BY: Victor S. Ruley
Resident Agent

(SEAL)

2 May 1967

Re: Contract No. 0944
Suncrest Safety Rest Area
Time extension

Oregon State Highway Department
Salem, Oregon 97310

Gentlemen:

In support of my request for an extension of time as per the attached Form E-320-(Rev.)-5M-9-64 I submit the following.

The unsigned copies of our contract were received October 22, 1966. Fully executed copies of the contract were received November 10, 1966. Clearing work started on October 31. Clearing was ninety percent completed November 6. Grading operations in channel change started on November 4. There were no grade stakes in the road area at that time. Grade line was staked for major drainage structure across road grade area and pipe lengths determined November 15. The material in the grading area between stations 1143 and 1154 is very unstable when wet and does not readily give up moisture. In my opinion it should be considered unsuitable for subgrade material in accordance with Section 102-3.4 of the standard specifications.

Starting November 5 rainfall was unusually heavy and during the month of November we received over double the normal rainfall. To date there has been no sustained dry weather. The subgrade material remains in an unstable condition.

I have had ample equipment, material and manpower available at all times since award of the contract to complete the project but have been unable to proceed with curb installation, surfacing and installation of some other facilities because of the unstable condition of the material in the bottom of the roadbed cuts.

Due to the above mentioned facts, as well as changes, overrun in quantities and extra work orders (one of which was received on April 27 and some still pending), I respectfully request the extension of time be granted without assessment of liquidated damages.

Please be assured I am ready to prosecute the work to rapid completion as soon as subgrade conditions will permit.

Very truly yours,

F. L. SOMERS

F. L. Somers

FLS:mn

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 30, 1968
In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer, by E. J. Valach, Dist Engr
Salem, Oregon

SUBJECT: Oregon Project I-5-1(63)23
Pacific Highway - Contract No. 6944
Suncrest Safety Rest Area

Mr. Edwards' letter, dated January 22, 1968, requests our concurrence in an extension of time on this project which establishes a revised completion date of August 19, 1967.

The five items mentioned in Mr. Edwards' letter have been considered in the order of their presentation and our analysis is as follows:

1. Channel Change excavation overrun of 115 percent:

Your contract documents do not provide for granting of additional time for overruns in contract items; however, if such provisions were in effect, this was not a major item and the overrun was compensated by other underruns as evidenced by the overall contract underrun. It is also noted that the character of work was not changed from that originally planned since no price agreement was executed to cover any additional cost. For these reasons, we do feel that an extension of time is justified on this item.

2. Extra Work Order No. 2:

The Extra Work Order documents do not contain an analysis of anticipated additional time required for this work. We feel that 4 days is a very liberal amount of time in which to install 500 feet of 8-inch perforated underdrain; however, we recognize that there were extenuating circumstances involved due to the small work area and the need for close coordination between various items of work. We concur in the 4-day extension of time for this item.

3. Price Agreement No. 2:

The Price Agreement documents do not contain an estimate of additional time anticipated for performance of this work at the time the order was executed. Again, while we feel that the recommended five days is quite liberal, we do concur in your recommendation for this item.

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

4. Price Agreement No. 4:

The Price Agreement documents do not present an analysis of time at the time the order was executed. We do not feel that 9 days can be justified for seeding and mulching of 3 acres. Our analysis indicates 4 days as sufficient considering the flat terrain. We have allowed 1 day for each of the following operations:

Area preparation - Seed and Fertilizer
Mulching - Move-in and Move-out

We concur in a 4-day extension for this item.

5. Delays due to inclement weather:

The contract documents do not provide for time extensions due to weather conditions and we are reluctant to approve any operations or considerations outside of the approved contract limitations; however, based on past practice, we have given consideration to your request in a manner similar to that specified in our Direct Federal contracts.

Contract Amount ÷ Calendar days = Dollars/day
$225,937.43 ÷ 194 = $1,135.36/day

Amount earned during period of influence by adverse weather ÷ Dollars/day = days charged.

$90,000 ÷ $1,135.36/day = 79.27 days

We concur in allowing 79 days for adverse weather delays.

Summarizing our analysis we find that we can concur in extending the specified time by 92 calendar days establishing a new completion date of July 31, 1967.

Federal participation will be based on this date and should reflect the assessment of 19 days liquidated damages.

We again urge your department to take a more realistic approach to contract time and provisions for extension thereof on a timely basis. Perhaps the support documents for Price Agreements and Extra Work Orders could contain a statement to the effect that "It is estimated that work performed under this order will require (x) additional days."

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB - 1 1968 PM
7,8,9,10,11,12,1,2,3,4,5,6

A

RECEIVED
MAY 24 1968
FOR FILING
I-5-1(63)23
6144

May 23, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed August 19, 1967, on Contract No. 6944. The contract was with F. L. Sesars and was for improvement on the Suncrest Safety Rest Area Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 23, 1968, and that you concur in this procedure at the Commission meeting on May 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
C. T. Keasey

srb: jko

RECEIVED
MAY 29 1968
FOR FILING

I-5-1(63)23

6944

May 23, 1968

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6944 awarded to F. L. Somers for improvement on the Somerset Safety Rest Area on the Pacific Highway in Jackson County was completed on August 19, 1967, and accepted by the Highway Commission on May 23, 1968.

Final payment in the amount of $14,134.25 will be released to the contractor after May 31, 1968. The total contract amount is $219,627.80 including $2,242.81 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

gc

cc: F. L. Somers
P. O. Box 668
Medford, Oregon

Mr. Victor S. Risley
Board of Trade Building
Portland 4, Oregon

L. H. Young
C. H. Maison
Attn: John Herr

- 1968

I-5-1(13)23

6744

May 2, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 1
May 29, 1968 meeting

Gentlemen:

F. L. Somers, contractor on the Suncrest Safety Rest Area on the Pacific Highway (I-5) in Jackson County, Contract No. 6944, has requested that he be granted 111 calendar days without assessment of liquidated damages. The contractor cites sustained inclement weather, plan changes, and extra work as his reasons for this request.

The specified completion date for the work was April 30, 1967. The work was completed August 19, 1967, with an overrun of 111 days.

Completion of the contract was delayed 13 days in performing channel change excavation added, four days in installing eight-inch perforated drain pipe added, five days in constructing lawn area added, nine days in performing seeding and mulching added, and 58 days because of wet weather which prevented satisfactory subgrade construction.

The reasons listed above justify an increase of 92 days. I recommend that the contractor be granted an extension of 92 days without assessment of liquidated damages and that he be assessed $1,900 liquidated damages for the remaining 19 days consumed.

This is a Federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the May 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enc.

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
C. T. Keasey

CAG:lf fn

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 9 - 1968
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6944 Contractor F. L. Somers

Highway Pacific

Section Somerset Safety Rest Area

Kind of Work Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows: Grant 15 days account channel change excavation added, 4 days account installing 8" perf. drain pipe added, 5 days constructing lawn area added, 9 days performing seeding and mulching added and 59 days because of wet weather which prevented satisfactory subgrade construction. (Total 92 days) Assess liquidated damages for remaining 19 days consumed.

Recommended for Approval:

John Agner II
Asst.
Division Engineer

Construction Engineer or
Bridge Engineer

State Highway Engineer

Contract No.	6944
Project designation	I-5-1(63)23 (State-Federal)
Date awarded	October 19, 1966
Work started	October 31, 1966
Per cent completed	100% Aug. 19, 1967 (Date)
No. of Workdays Allowed	Completion Date 4-30-67
No. of Workdays Used	150½
No. of Added Workdays Requested	111

SP*9202-734

B-320 (Rev.)—6M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 20, 1968

Gentlemen:

We, the undersigned, respectfully request an increase of 111 calender days from April 30, 1967 within which to complete our Contract No. 6944, without the assessment of liquidated damages. The said contract is described as follows:

Suncrest Safety Rest Area, Jackson County

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See letter dated 2 May 1967.

Respectfully submitted,

F. L. SOMERS
Contractor

By F. L. Somers

CONSENT OF SURETY

Date March 22, 1968

We, FEDERAL INSURANCE COMPANY, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

FEDERAL INSURANCE COMPANY
BY: Victor S. Risley
Attorney-in-fact

VICTOR S. RISLEY CO.
BY: Victor S. Risley
Resident Agent

(SEAL)

RECEIVED
FEB 14 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-1(63)23
6944

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 5, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Contract 6944
Prefix 615-1034
FAP I-5-1(63)23

Dear Sir:

The replacement planting work under Contract No. 6944, Suncrest Safety Rest Area of the Pacific Highway in Jackson County, was completed January 31, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-8-68

Conditions noted on above date:

A followup to the final inspection was made on 1-24-68 at which time all work had been completed in apparent conformance with approved contract specifications with the exception of replacement of Sign No. 4. We assume that this notification includes such replacement work rendering the project acceptable.

A. W. Parsons
Division Engineer

cc: Forrest Cooper
L. H. Young

By E. J. Valach
E. J. Valach
District Engineer

RECEIVED
FEB 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 1968

I-5-1(63)23

6944

January 22, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Suncrest Safety Rest Area
Contract No. 6944
FAP No. I-5-1(63)23

Dear Sir:

This contract was awarded on October 19, 1966 and carried a specified completion date of April 30, 1967. Work was actually begun on October 31, 1966 and was actually completed August 19, 1967, with a 111-day overrun of the allotted time.

Plan changes and added items of extra work affected the contractor's overall progress. Principal items contributing to the delay were (1) 115 percent overrun of channel change excavation, which was slow at best; (2) Extra Work Order No. 2 for addition of perforated pipe; (3) Price Agreement No. 2 for added lawn area; (4) Price Agreement No. 4 for added seeding and mulching; and (5) adverse weather conditions.

Twenty-six thousand cubic yards of channel change excavation was accomplished in 28 days throughout the life of the project. The plan quantity of the work took 13 days. The increase in time required was 15 days.

Extra Work Order No. 2 in the amount of $2,242.81 for 8-inch perforated pipe required four days for installation, which effectively stopped contract work other than the building work.

Price Agreement No. 2 in the amount of $2,390 for added lawn area required five days for the earthwork. Planting and preparation for the lawn was performed concurrently with contract work.

Price Agreement No. 4 (additional seeding and mulching in the amount of $1,200) was performed after contract work was completed on August 11 and was accomplished on August 19, the final completion date. Nine additional days were required for this work.

Inclement weather was the greatest factor influencing the delay in the completion of the contract. In the contractor's letter of February 14 he called attention to the fact that the excavation from the "A" line was to be used as top soil and its condition made it unsuitable for use. The contractor completed his excavation by March 1 and during the next two months attempted to dry the subgrade on 14 selected days without success. On May 1 and 2 he was able to process the subgrade so that the base rock could be processed. Base rock and paving was carried to completion on July 12. Fifty-nine days were allowed for weather delay.

During the period of December 10, 1966 to April 30, 1967, when inclement weather influenced the progress of the contract, 141 calendar days elapsed during which time the contractor could have been expected to produce $165,000 productive work. His actual accomplishment during that period was less than $90,000, or 54 percent.

It is recommended that the completion date of this contract be advanced to August 19 with the assessment of 19 days' liquidated damages.

May we have your concurrence in this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant
L. H. Young

AAR:jf ja

RECEIVED
JAN 30 1963
Portland Area
I-5-1(13)23
6944

January 12, 1963

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary of Controlled Inspection-In-Depth
Landscape Planting - 1962 - 35-67-HD(25)31

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our Standard Specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
L. L. Porter
F. D. Morgan
L. H. Young
Mark Astrup

MHA:de srb

Routing

Morgan

Walker

Glenn

Swan

Parvin

Murdock

Scott

Wells

Hirchfield

Olson

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 8 1968
CONSTRUCTION
DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

cc Klopsi
Marquam - RIP
Toomey

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

6972 - Neil Creek - California Line Section, I-5-1(66)00
6947 - North and East Grants Pass Interchange Section, I-5-1(65)56
6944 - Suncrest Safety Area, I-5-1(63)23
6927 - East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302
7039
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3)
7040
7092 - Goshen Interchange Section, I-5-3(78)190

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED

UNITED STATES GOVERNMENT

Memorandum

I-5-1(3)-3

TO 6944 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

cc Klabo
Morgan - RID
Young

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

NOTED
F. B. KLABO

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

Neil Creek - California Line Section, I-5-1(66)00 - 6972
North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
DEC 21 1967

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

I-5-1(63)23

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6944

DATE: December 21, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-5-1(63)23
Suncrest Safety Rest Area
State Force Order No. 3
Total estimated amount of the Order: $150.00
Federal participation: $135.00

Reference is made to your letter dated December 19, 1967 concerning subject order.

The subject State Force Order was approved effective July 27, 1967, by our memorandum dated August 8, 1967; however, telephone discussion with your Office Engineer revealed that the effective date of the previous approval was in error and your December 19, 1967 request is for correction thereof.

Supporting documents for the previously approved order indicate that the work started July 18, 1967. Since it was your original intent to request approval effective that date and since P.S. & E. documents were approved with this item shown as a contingency, we hereby amend the effective date of our approval to July 18, 1967, as requested.

This amendment does not alter the reasons and conditions of our August 8, 1967 memorandum and these reasons and conditions remain in effect in support of our approval. A signed copy of the order is returned herewith indicating a revised approval date.

Attachment

REFERRED TO
Young Wilson
BY ASST. STATE HWY. ENGR
12-26-67

RECEIVED
DEC 27 1967

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

project agreement GI-P Additional funds are required.
Date JUL 18 1967 By A.A. Rear
Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Suncrest Safety Rest Area Date July 18, 1967

Highway Pacific Contract No. 6944 F. A. Project No. I-5-1(63)

County Jackson Prefix 615-1034 Account No. 278-03

Description of Work To Be Done:

Permanent striping of rest area roadway and parking areas.

Location by Station Numbers:

1141+50 thru 1162+00

Estimate of Quantities and Costs:

Striping $150.00

Explanation:

An additional item included in original construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 280,898.25
Present estimate of project cost, including $ 150.00 for work under this order	$ 288,148.25
Expected ~~XXXXXXXX~~ over-run (amount)	$ 7,250.00
Expected ~~XXXXXXXX~~ over-run (per cent)	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arvey Nelson
Resident Engineer

Approval Recommended: /a/ Alfred A. Rear
~~XXXXXXXXXX~~ for Bridge Engineer

Approval Recommended: /s/ John Quiner II
Ass't. Division Engineer

Approved: /s/ L. H. Young
~~XXXXXXXXXXXXXXXXXX~~ Office Engineer.

State Printing

C

Monthly transaction number	FORM R-2A (REV. 0-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
9-36		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
7		Jackson
Modification number	(PPM 21-7) 8-24-67	Project number
1		I-5-1(63)23

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 10, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 247,010	$ 261,305
Federal funds	$ 227,800.00	$ 241,000.00
Other revisions		

This modification is made for the following reasons:

Estimate revised due to revised bid quantities and approved State Force Orders.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of August, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M Klabre

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-3(53)23

SUBSURFACE SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

(Revised estimate as a basis for notification of project agreement. Based on revised bid quantities and approved State Forces Orders.)

Salem, Oregon, August 22, 1967

Zone Code 7022
Rest Area (Sta. 1149+00)(Contract No. 6944)

Previous subtotal on estimate of October 26, 1966			$224,554.63
Previous Estimate			
General Excavation, Unclass.	21,000 cu.yd.	$ 0.65	13,650.00
			$ 13,650.00
Revised Estimate			
General Excavation, Unclass.	36,000 cu.yd.	0.65	$ 23,400.00
			$ 23,400.00
Approved S.F.O. No. 2 Const. Picnic Shelter	8 only	387.00	$ 3,096.00
Approved S.F.O. No. 3 Striping	All Required		150.00
			$ 3,246.00
			$ 26,646.00
		Net Increase	$ 12,996.00
		Subtotal	$237,550.63
		10% Engr. & Cont.	23,756.37
			$261,307.00

Length of Project - - - - - - - 0.00 Mile

Federal Funds	$281,000.00
State Funds	80,305.00
	$361,305.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-85	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 4 6444		COUNTY Jackson
		PROJECT NO. I-5-1(63)23

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Suncrest Safety Rest Area.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 247,010	$ 227,800.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W B Klabre
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(63)23

SUGGEST SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, October 26, 1966

Type Code Y022
Rest Area (Sta. 1149+00) (Contract No. 6944)

WORK ITEM 1				
Clearing and Grubbing	All Required			$ 8,500.00
General Excavation, Unclass.	21,000 cu.yd.	$	0.65	13,650.00
Toe Trench Excavation, Unclass.	1,600 cu.yd.		1.25	2,000.00
Finishing Roadbed & Slopes	All Required			3,000.00
Trench Excavation	560 cu.yd.		4.00	2,240.00
Watering	180 M-gal.		4.00	720.00
3/4" - 0 Material in Base	180 cu.yd.		5.00	900.00
Stone Base	6,200 cu.yd.		3.75	23,250.00
Bituminous Base Mixture	1,970 ton		9.45	18,616.50
Asphalt in Bituminous Base	90 ton		42.00	3,780.00
Class "B" Asphalt Concrete Mixture	2,800 ton		9.45	26,460.00
Asphalt Concrete in Mixture	160 ton		42.00	6,720.00
Loose Riprap	3,500 cu.yd.		4.50	15,750.00
12-inch Culvert Pipe	170 lin.ft.		3.00	510.00
15-inch Culvert Pipe	150 lin.ft.		4.50	675.00
36-inch Culvert Pipe	640 lin.ft.		10.25	6,560.00
Concrete Manholes	1 only		3.50	3.50
Concrete Inlets, Type CG-1	3 only		150.00	450.00
Concrete Inlets, Type G-2M	2 only		150.00	300.00
Concrete Curbs	80 cu.yd.		45.00	3,600.00
Guide Posts, Y-2 and Y-3	24 only		10.00	240.00
Guard Rail	50 lin.ft.		3.00	150.00
Extra Guard Rail Posts	7 only		12.00	84.00
Salvaging Guard Rail	100 lin.ft.		1.00	100.00
Guard Rail-Salvaged Guard Rail	100 lin.ft.		2.00	200.00
WORK ITEM 2				
Electrical Supply System	All Required			3,280.00
WORK ITEM 3				
Water Supply and Chlorination Bldg.	All Required			2,666.00
Well Housing	All Required			700.00
Pumping Installation	All Required			4,225.00
WORK ITEM 4				
Type 10 Toilet Building	1 only		19,154.00	19,154.00
Extra Concrete	2 cu.yd.		60.00	120.00

WORK ITEM 5			
Information Shelter	1 only	$1,690.00	$ 1,690.00
WORK ITEM 6			
1-inch Water Pipe	1,360 lin.ft.	0.50	680.00
1 1/4-inch Water Pipe	1,540 lin.ft.	0.60	924.00
1 1/2-inch Water Pipe	1,100 lin.ft.	0.70	770.00
2 1/2-inch Water Pipe	170 lin.ft.	1.30	221.00
1-inch Steel Water Pipe	70 lin.ft.	0.75	52.50
2 1/2-inch Steel Water Pipe	170 lin.ft.	2.25	382.50
3-inch Steel Water Pipe	270 lin.ft.	2.95	796.50
2-inch Gate Valves	1 only	45.00	45.00
3/4-inch Quick-Coupling Hose Valves	36 only	12.50	450.00
1/2-inch Manual Drain Valves	7 only	10.00	70.00
WORK ITEM 7			
4-inch Sewer Line	20 lin.ft.	2.70	54.00
7,000-Gallon Septic Tank	1 only	2,900.00	2,900.00
4-inch Bituminous Fiber Effluent Line	900 lin.ft.	1.95	1,755.00
Size 7560 Disposal Field	1 only	5,650.00	5,650.00
WORK ITEM 8			
Class "C" Asphalt Concrete	190 ton	17.30	3,287.00
Picnic Tables	16 only	150.00	2,400.00
Concrete Drinking Fountains	2 only	250.00	500.00
Water Hydrants	8 only	100.00	800.00
Refuse Receptacles	10 only	60.00	600.00
Lawn Construction	2.6 acre	830.00	2,158.00
Furnishing and Planting Trees	240 only	15.65	3,756.00
Furnishing and Planting Shrubs	650 only	6.78	4,407.00
Furnishing and Planting Vines	12,000 only	0.60	7,200.00
Grass Seed Mixture	430 lb.	1.05	451.50
Inorganic Fertilizer, 10-16-8	28 cwt.	4.53	126.84
Organic Fertilizer, 5-3-2	2 cwt.	11.87	23.74
Manure Fertilizer	22 cu.yd.	14.70	323.40
Mulch	2.6 acre	820.00	2,132.00
Area Illumination Installation	All Required		3,050.00
Sign Support Footing	All Required		2,115.00
Breakaway Sign Posts	All Required		2,500.00
Painted Wood Sign Posts	All Required		315.00
Type "A" and "B" Signs in Place	346 sq.ft.	8.00	2,768.00
Type "C" and "D" Signs in Place	71 sq.ft.	4.75	337.25
Type "F" and "G" Signs in Place	12 sq.ft.	4.95	59.40
			$224,354.63
Flagging (57½$ of Contractor's Cost)	All Required		$ 200.00
	Subtotal		$224,554.63
	10% Engr. & Cont.		22,455.37
	Total		$247,010.00

Length of Project - - - - 0.00 Mile

Work Retained in Program Status

Striping	All Required	$ 100.00
Construct Picnic Shelter	All Required	5,000.00
		$ 5,100.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
	$247,010.00	$227,800.00	$19,210.00
Rest Area	5,100.00	4,700.00	400.00
Retained in Program Status			
	$252,110.00	$232,500.00	$19,610.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

SUNCREST SAFETY REST AREA

STATE WORK

Type 2 Fence	54 rods	$ 9.70	$ 523.80
Salvaging Type 2 Fence	90 rods	2.90	261.00
Type 2 Fence - Salvaged	90 rods	5.70	513.00
Portable Sprinklers	6 only	20.00	120.00
Rubber Hose	6 only	27.50	165.00
			$1,582.80

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(63)23

SUNCREST SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, October 6, 1966

Type Code Y022
Rest Area (Sta. 1149+00)

WORK ITEM 1			
Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclass.	21,000 cu.yd.	$ 1.00	21,000.00
Toe Trench Excavation, Unclass.	1,600 cu.yd.	1.00	1,600.00
Finishing Roadbed and Slopes	All Required		1,000.00
Trench Excavation	560 cu.yd.	3.50	1,960.00
Watering	180 M-gal.	3.50	630.00
3/4" - 0 Material in Base	180 cu.yd.	4.50	810.00
Stone Base	6,200 cu.yd.	4.25	26,350.00
Bituminous Base Mixture	1,970 ton	7.50	14,775.00
Asphalt in Bituminous Base	90 ton	40.00	3,600.00
Class "B" Asphalt Concrete Mixture	2,800 ton	8.00	22,400.00
Asphalt Concrete in Mixture	160 ton	40.00	6,400.00
Loose Riprap	3,500 cu.yd.	5.50	19,250.00
12-inch Culvert Pipe	170 lin.ft.	3.75	637.50
15-inch Culvert Pipe	150 lin.ft.	4.25	637.50
36-inch Culvert Pipe	640 lin.ft.	14.50	9,280.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type CG-1	3 only	125.00	375.00
Concrete Inlets, Type G-2M	2 only	150.00	300.00
Concrete Curbs	80 cu.yd.	55.00	4,400.00
Guide Posts, Y-2 and Y-3	24 only	8.50	204.00
Guard Rail	50 lin.ft.	5.00	250.00
Extra Guard Rail Posts	7 only	12.00	84.00
Salvaging Guard Rail	100 lin.ft.	1.00	100.00
Guard Rail - Salvaged Guard Rail	100 lin.ft.	1.50	150.00
WORK ITEM 2			
Electrical Supply System	All Required		1,000.00
WORK ITEM 3			
Water Supply and Chlorination Building	All Required		2,800.00
Well Housing	All Required		450.00
Pumping Installation	All Required		3,200.00
WORK ITEM 4			
Type 10 Toilet Building	1 only	22,000.00	22,000.00
Extra Concrete	2 cu.yd.	100.00	200.00

WORK ITEM 5			
Information Shelter	1 only	$1,800.00	$ 1,800.00
WORK ITEM 6			
1-inch Water Pipe	1,360 lin.ft.	0.70	952.00
1 1/4-inch Water Pipe	1,540 lin.ft.	0.75	1,155.00
1 1/2-inch Water Pipe	1,100 lin.ft.	0.85	935.00
2 1/2-inch Water Pipe	170 lin.ft.	1.30	221.00
1-inch Steel Water Pipe	70 lin.ft.	1.10	77.00
2 1/2-inch Steel Water Pipe	170 lin.ft.	2.25	382.50
3-inch Steel Water Pipe	270 lin.ft.	2.00	540.00
2-inch Gate Valves	1 only	45.00	45.00
3/4-inch Quick-Coupling Hose Valves	36 only	10.00	360.00
1/2-inch Manual Drain Valves	7 only	7.00	49.00
WORK ITEM 7			
4-inch Sewer Line	20 lin.ft.	2.75	55.00
7000-Gallon Septic Tank	1 only	4,000.00	4,000.00
4-inch Bituminous Fiber Effluent Line	900 lin.ft.	2.50	2,250.00
Size 7560 Disposal Field	1 only	7,000.00	7,000.00
WORK ITEM 8			
Class "C" Asphalt Concrete	190 ton	15.00	2,850.00
Picnic Tables	16 only	275.00	4,400.00
Concrete Drinking Fountains	2 only	225.00	450.00
Water Hydrants	8 only	150.00	1,200.00
Refuse Receptacles	10 only	75.00	750.00
Lawn Construction	2.6 acre	1,300.00	3,380.00
Furnishing and Planting Trees	240 only	15.00	3,600.00
Furnishing and Planting Shrubs	650 only	3.00	1,950.00
Furnishing and Planting Vines	12,000 only	0.60	7,200.00
Grass Seed Mixture	430 lb.	1.00	430.00
Inorganic Fertilizer, 10-16-8	28 cwt.	10.00	280.00
Organic Fertilizer, 5-3-2	2 cwt.	10.00	20.00
Manure Fertilizer	22 cu.yd.	10.00	220.00
Mulch	2.6 acre	1,000.00	2,600.00
Area Illumination Installation	All Required		5,400.00
Sign Support Footing	All Required		850.00
Breakaway Sign Posts	All Required		3,500.00
Painted Wood Sign Posts	All Required		450.00
Type "A" and "B" Signs in Place	346 sq.ft.	7.50	2,595.00
Type "C" and "D" Signs in Place	71 sq.ft.	5.00	355.00
Type "F" and "G" Signs in Place	12 sq.ft.	5.50	66.00
			$229,510.50
Flagging (57½¢ of Contractor's Cost)	All Required		200.00
	Subtotal		$229,710.50
	10% Engr. & Cont.		22,970.50
	Total		$252,681.00

Length of Project - - - 0.00 Mile

Work Retained in Program Status

Striping	All Required	$ 100.00
Construct Picnic Shelter	All Required	5,000.00
		$ 5,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rest Area	$252,681.00	$233,000.00	$ 19,681.00
Retained in Program Status	5,100.00	4,700.00	400.00
	$257,781.00	$237,700.00	$ 20,081.00

SUNCREST SAFETY REST AREA

State Work

Type 2 Fence	54 rods	$10.00	$ 540.00
Salvaging Type 2 Fence	90 rods	2.75	247.50
Type 2 Fence - Salvaged	90 rods	4.00	360.00
Portable Sprinklers	6 only	25.00	150.00
Rubber Hose	6 only	25.00	150.00
			$1,447.50

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(63)23

SUNCREST SAFETY REST AREA ON THE

PACIFIC HIGHWAY IN JACKSON COUNTY

PS & E estimate.

Salem, Oregon, September 15, 1966

Type Code Y022
Rest Area (Sta. 1149+00)

Work Item 1

Clearing & Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	21,000 cu.yds.	1.00	21,000.00
Toe Trench Excavation, Unclassified	1,600 cu.yds.	1.00	1,600.00
Finishing Roadbed & Slopes	All Required		1,000.00
Trench Excavation	560 cu.yds.	3.50	1,960.00
Watering	180 M-gals.	3.50	630.00
3/4" - 0 Material in Base	180 cu.yds.	4.50	810.00
Stone Base	6,200 cu.yds.	4.25	26,350.00
Bituminous Base Mixture	1,970 tons	7.50	14,775.00
Asphalt in Bituminous Base	90 tons	40.00	3,600.00
Class "B" Asphalt Concrete Mixture	2,800 tons	8.00	22,400.00
Asphalt Concrete in Mixture	160 tons	40.00	6,400.00
Loose Riprap	3,500 cu.yds.	5.50	19,250.00
12-inch Culvert Pipe	170 lin.ft.	3.75	637.50
15-inch Culvert Pipe	150 lin.ft.	4.25	637.50
36-inch Culvert Pipe	640 lin.ft.	14.50	9,280.00
Concrete Manholes	1 only	300.00	300.00
Concrete Inlets, Type CG-1	3 only	125.00	375.00
Concrete Inlets, Type G-2M	2 only	150.00	300.00
Concrete Curbs	80 cu.yds.	55.00	4,400.00
Guide Posts, Y-2 and Y-3	24 only	8.50	204.00
Guard Rail	50 lin.ft.	5.00	250.00
Extra Guard Rail Posts	7 only	12.00	84.00
Salvaging Guard Rail	100 lin.ft.	1.00	100.00
Guard Rail - Salvaged Guard Rail	100 lin.ft.	1.50	150.00

Work Item 2

Electrical Supply System	All Required	1,000.00

Work Item 3

Water Supply & Chlorination Building	All Required	2,800.00
Well Housing	All Required	450.00
Pumping Installation	All Required	3,200.00

Work Item 4			
Type S Toilet Building	1 only	20,000.00	$ 20,000.00
Extra Concrete	2 cu.yds.	100.00	200.00
Work Item 5			
Information Shelter	1 only	1,800.00	1,800.00
Work Item 6			
1-inch Water Pipe	1,360 lin.ft.	0.70	952.00
1½-inch Water Pipe	1,540 lin.ft.	0.75	1,155.00
1½-inch Water Pipe	1,100 lin.ft.	0.85	935.00
2½-inch Water Pipe	170 lin.ft.	1.30	221.00
1-inch Steel Water Pipe	70 lin.ft.	1.10	77.00
2½-inch Steel Water Pipe	170 lin.ft.	2.25	382.50
3-inch Steel Water Pipe	270 lin.ft.	2.00	540.00
2-inch Gate Valves	1 only	45.00	45.00
3/4-inch Quick-coupling Hose Valves	36 only	10.00	360.00
½-inch Manual Drain Valves	7 only	7.00	49.00
Work Item 7			
4-inch Sewer Line	20 lin.ft.	2.75	55.00
5000-gallon Septic Tank	1 only	3,000.00	3,000.00
4-inch Bituminous Fiber Effluent Line	580 lin.ft.	2.50	1,450.00
Size 3240 Disposal Field	1 only	3,000.00	3,000.00
Work Item 8			
Class "C" Asphalt Concrete	190 tons	15.00	2,850.00
Picnic Tables	16 only	275.00	4,400.00
Concrete Drinking Fountains	2 only	225.00	450.00
Water Hydrants	8 only	150.00	1,200.00
Refuse Receptacles	10 only	75.00	750.00
Lawn Construction	2.6 acres	1,300.00	3,380.00
Furnishing & Planting Trees	240 only	15.00	3,600.00
Furnishing & Planting Shrubs	650 only	3.00	1,950.00
Furnishing & Planting Vines	12,000 only	0.60	7,200.00
Grass Seed Mixture	430 lbs.	1.00	430.00
Inorganic Fertilizer, 10-16-8	28 cwt.	10.00	280.00
Organic Fertilizer, 5-3-2	2 cwt.	10.00	20.00
Manure Fertilizer	22 cu.yds.	10.00	220.00
Mulch	2.6 acres	1,000.00	2,600.00
Area Illumination Installation	All Required		5,400.00
Sign Support Footing	All Required		350.00
Single Sign Supports	All Required		2,000.00
Painted Wood Sign Posts	All Required		450.00
Type "A" & "B" Signs in Place	346 sq.ft.	7.50	2,595.00
Type "C" & "D" Signs in Place	71 sq.ft.	5.00	355.00
Type "F" & "G" Signs in Place	12 sq.ft.	5.50	66.00
			$ 219,710.50

Flagging (57½ of Contractor's Cost)	All Required	$ 200.00
	Subtotal	219,910.50
	10% Engr. & Cont.	21,990.50
	Total	$ 241,901.00

Length of Project 0.00 mile

Work Retained in Program Status

Stripping	All Required	$ 100.00
Construct Picnic Shelter	All Required	5,000.00
		$ 5,100.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Rest Area	$ 241,901.00	$ 223,000.00	$ 18,901.00
Retained in Program Status	5,100.00	4,700.00	400.00
Total	$ 247,001.00	$ 227,700.00	$ 19,301.00

SUNCREST SAFETY REST AREA

State Work

Type 2 Fence	54 rods	10.00	$	540.00
Salvaging Type 2 Fence	90 rods	2.75		247.50
Type 2 Fence - Salvaged	90 rods	4.00		360.00
Portable Sprinklers	6 only	25.00		150.00
Rubber Hose	6 only	25.00		150.00
			$	1,447.50

I-5-1(63)23

RECEIVED
AUG 15 1967

FOR FILING
Form FH-121 (4-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: August 8, 1967

In reply refer to: 08-35-B-2

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(63)23
Suncrest Safety Rest Area
State Force Order No. 3
Total estimated amount of the Order: $150
Federal participation: $135

Reference is made to your letter dated August 1, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has trained men and specialized equipment to perform the work most economically.

3. The amount of the work is too small to warrant a separate contract.

Equipment rental rates will be according to a schedule that has been previously approved by this office for use on force account work.

Reimbursement is to be made on an actual cost basis. A signed copy of the order is returned herewith.

Attachment

RECEIVED
AUG 9 - 1967
OFFICE
STATE HIGHWAY ENGINEER

8-14-67
Young w/enc.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—8M 8

STATE COPY

APPROVED
Contingent upon modification of project agreement if additional funds are required.
Date JUL 7 1967 By [signature]
G-1-P Title Dist. Engineer
U.S. Bureau of Public Roads

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 3

Project Name Suncrest Safety Rest Area Date July 18, 1967

Highway Pacific Contract No. 6944 F. A. Project No. I-5-1(63)23

County Jackson Prefix 615-1034 Account No. 278-03

Description of Work To Be Done:

Permanent striping of Rest Area roadway and parking areas.

Location by Station Numbers:

1141+50 thru 1162+00

Estimate of Quantities and Costs:

Striping	$150.00

Explanation:

An additional item included in original construction authorization.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 280,898.25	
Present estimate of project cost, including $ 150.00 for work under this order	$ 288,149.25	
Expected ~~increase~~ over-run (amount)	$ 7,250.00	
Expected ~~increase~~ over-run (per cent)	3%	

Submitted by: /s/ Arvey Nelson Resident Engineer

Approval Recommended: /s/ Alfred A. Rear for Bridge Engineer

Approval Recommended: /s/ John Quiner II Asst. Division Engineer

Approved: /s/ L. H. Young Office Engineer.

State Printing

RECEIVED
JUL 18 1967
FOR FILING

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: July 7, 1967

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

NOTED
R. L. PORTER

SUBJECT: Oregon I-5-1(63)23
Suncrest Safety Rest Area, Pacific Highway
Inspection-in-Depth No. 35-67-EID(25)08

Attached is an inspection-in-depth report on landscape planting procedures. This is part of a Statewide inspection-in-depth series.

The deficiencies noted in this report are considered minor and will be considered for inclusion in the summary report.

Remedial action was taken in the field at the time of the actual inspection and no further action is considered necessary with respect to this project.

Enclosure
Report

7-11-67
orig to Morgan
copies to asleup Young

NOTED
F.B. KLABOE

RECEIVED
JUL 10 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FILE COPY 35-67-ETI)08

FORM r R-33D (REV. 10-65) cc: OSHD (Klaboe)
Region (3 cys)
Wash DC thru Region
Admin Mgr
File 439

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Jackson	I-5-1(63)23

DATE OF INSPECTION	PHASE(S) INSPECTED
5-24-67	Landscape Planting

INSPECTION MADE BY
C. T. Christianson, Area Engineer
R. A. Nichols, Area Engineer
J. J. Hamernik, Assistant Regional Landscape Architect

IN COMPANY WITH
Arvey Nelson, Resident Engineer, OSHD

REPORT PREPARED BY
C. T. Christianson, Area Engineer

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☒ BASE ☒ PAVING ☐ ~~MAJOR~~ Minor STRUCTURES ☒ OTHER (Specify) Landscape Planting

CONTRACTOR (Name and address)
F. L. Somers
Medford, Oregon

CONTRACT AMOUNT
$ 225,937.43

PROJECT STATUS (% comp.)
54%

LOCATION
Approximately 3.1 miles north of Ashland at Station 1149 on Interstate Route 5, southbound lanes.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

This inspection is a part of a Statewide inspection-in-depth.

SUNCREST SAFETY AREA
Pacific Highway

SUMMARY OF FINDINGS

All landscape items of this contract are being performed under subcontract No. 4 by Art Van Leeuwan of Ashland, Oregon.

During the field portion of this inspection, it was noted that the Yew trees were beginning to turn brown. This condition is believed to be resultant from storage in an area where standing water collects.

Several substitutions in plants are under consideration due to delivery to the project of different plants than called for by the contract. Plaintree American Yew have been delivered instead of the London Yew, and Japanese Spreading Yew have been delivered instead of the English Spreading Yew. The Pink India Raphiolepis

(more)

EDITION OF (5-64) IS USABLE

delivered to the project were of the 12- to 15-inch size instead of the 15- to 18-inch specified size. The resident engineer had discussed the substitutions with the landscape architect, and substitutions have been approved with no change in unit price with the exception of the Pink India Raphiolepis which will be accepted at a price reduction of $1.50 per plant.

The Laurelcherry plants in storage on the project were not individually labeled.

Trees planted were not guyed in accordance with the contract specifications, Article 752-3.6, that all trees are to be guyed immediately after planting.

RECOMMENDATIONS

It is recognized that the primary responsibility for storage and maintenance of plants rests with the contractor. It was recommended that the deficiency in storage of the Yew trees due to standing water be brought to the attention of the contractor. Immediate action was taken by field personnel with the request that plants be stored in a more suitable area where normal growth would not be impaired.

The plant substitutions previously mentioned are not considered objectionable provided that justification can be presented with respect to the reasons for such substitutions. It was felt at the time of this inspection that the substituted deliveries were due to a nonavailability of the specified plant. It is recommended that this be confirmed prior to acceptance of these matdrials.

All plants with the exception of the Laurelcherry bore individual tags. This deficiency is considered very minor; however, it is recommended that emphasis be placed on plant labeling in accordance with the contract requirements.

It was recognized at the time of this inspection that the trees that were not staked or guyed had been planted within the past 2 or 3 days. However, the contract documents emphasized immediate staking and guying and it is felt that such practice would be to the advantage of both the contractor and the State to prevent wind damage to the newly planted material. Emphasis was placed on the specification requirement calling for three guy wires on evergreen trees over four feet in height and the project personnel indicated that action would be taken to conform with the specification requirements pertinent thereto.

(more)

DETAILED REPORT OF INSPECTION

This inspection consisted of a detailed inspection of field and office procedures as well as construction methods incorporated in the landscape planting portion of this project. This inspection is performed as a part of a Statewide inspection-in-depth on landscape planting procedures.

The materials, in general, that are being incorporated into this project are in substantial conformance with contract specifications.

No mulch has been delivered to the project site to date, and no stakes with respect to tree staking have been delivered to the project. The resident engineer indicated that the contractor had requested that he be allowed to use 2" x 3" Douglas Fir stakes as supports for trees. This inspection team could see no objection to this modification since no change in cost would be realized. The larger stakes would be installed at no additional cost to the State.

The plant materials were inspected and it was found that several substitutions in plants had been considered due to a delivery of different materials to the project. Plaintree American Yew have been delivered in lieu of the London Yew, and Japanese Spreading Yew have been delivered in lieu of the English Spreading Yew. These substitutions have been discussed with the landscape architect and approved at no change in cost. The Pink India Raphiolepis plants as delivered to the project were of the 12- to 15-inch size, whereas the plans call for a 15- to 18-inch size. This substitution will be allowed at a price reduction of $1.50 per plant. The inspection team has no objection to these substitutions with the understanding that a justifiable reason, therefore, can be presented for final approval.

All plants are nursery-grown with the exception of the native roses which can be gathered according to special provision. The roses planted last fall did not show good growth characteristics, with a large number appearing to have died. This situation is not considered serious at this time; however, substitution for the dead plants should be made prior to the establishment period.

Plants in storage were inspected and found to be individually labeled with the exception of the Laurelcherry. It was recommended that emphasis be placed on individual tagging in accordance with contract requirements; however, the plants appeared to be healthy and no further action is recommended at this time. Several balls were checked and found to be firm and unbroken.

(more)

The Yew trees were considred to be in conformance with specifications other than the substitutions previously mentioned. However, the shrubs were piled in an area where standing water could collect and the leaf structure was beginning to turn brown, probably resultant of excessive water. The resident engineer indicated that immediate action would be recommended to the contractor with regard to acceptance of poor appearing plants.

the minimum 30-foot lateral clearance from the traveled roadway or crossroad has been observed and trees have been planted well outside this limit.

Field inspection revealed that reasonable care had been taken in loading and unloading of all plants delivered to the project.

Workmen were taking adequate precautions in planting trees, shrubs and vines by using fine material and hand tamping the backfill around the root systems. Plants were being settle by tamping and/or watering of backfill material. No pruning had been performed to date on materials on this project.

Records maintained for accountability of materials in support of payment thereof were reviewed and found to be satisfactory and in conformance with accepted State procedures. Records were easy to review and represented accurate measurement and inspection of work performed on a daily basis.

Traffic control was being maintained in conformance with the State Manual on Uniform Traffic Control Devices.

It was found that some field notes were not dated or signed on a daily baiss, and the resident engineer stated that this situation would be corrected and records would be properly validated in the future.

Workpapers and guidelines for this inspection are on file with the Division office copy of this report.

Grading and preparation for lawn area at Suncrest Safety Rest Area.

RECEIVED
JUL 13 1967

FC I-5-1(63)23

UNITED STATES GOVERNMENT

Memorandum

6944

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: July 6, 1967

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: ME Martin
M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(63)23
Suncrest Safety Rest Area
State Force Order No. 2
Total estimated amount of the Order: $3,096.00
Federal participation: $2,786.40

Reference is made to your letter dated June 30, 1967 concerning subject order.

We are approving the use of State Forces as being in the public interest in accordance with PPM 21-6.2 for the following reasons:

1. State Forces can perform the work more economically than the contractor.

2. The amount of the work is too small to warrant a separate contract.

Reimbursement is to be made on an agreed unit price basis. ($387.00 each) A signed copy of the order is returned herewith.

Attachment

7-11-67
REFERRED TO
Morgan - Young
BY ASST. STATE HWY. ENGR.

RECEIVED
JUL 12 1967
STATE HIGHWAY ENGINEER

IED
KLAMOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form A-108—4M 6

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

APPROVED
Contingent upon modification of project agreement if additional funds are required.
JUN 8 1967
Date _____
_____ Dist. Engineer
U.S. Bureau of Public Roads

Order No. 2

Project Name Suncrest Safety Rest Area Date June 19, 1967

Highway Pacific Contract No. 6944 F. A. Project No. I-5-1(63)23

County Jackson Prefix 615-1034 Account No. 279-02

Description of Work To Be Done:

Construct picnic table shelters

Location by Station Numbers:

1146 to 1152

Estimate of Quantities and Costs:

8 each		$387.00 each
	Total	$3,096.00

Explanation:

The construction of picnic table shelters is included in the original construction authorization as an additional anticipated item. This work will be performed by State Forces as the $658.00 per shelter quote received from the contractor to perform this work by price agreement was unreasonably high.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 280,898.25	
Present estimate of project cost, including $ 3,096.00 for work under this order	$ 273,964.54	
Expected ~~XXXXXXX~~ over-run (amount)	$	
Expected ~~XXXXXXX~~ over-run (per cent)		

Submitted by: /s/ Arvey Nelson
Resident Engineer

Approval Recommended: /s/ Alfred A. Rear
~~XXXXXXXXXXXXXXXX~~ for Bridge Engineer

Approval Recommended: /s/ Carl M. Williams
Division Engineer

Approved: /s/ L. H. Young
~~XXXXXXXXXXXXXXX

RECEIVED
JUN 2 - 1967
FOR FILING
6944

June 1, 1967

Oregon State Highway Commission

Gentlemen:

An overrun in the project authorization for the Suncrest Safety Rest Area on the Pacific Highway in Jackson County (Contract No. 6944) appears inevitable. F. L. Summers is the contractor.

The original authorization was $260,142.10. It now appears the final cost will be $281,000, or an increase of $20,857.90 eight percent.

The causes for the overrun are:

1. Increase in general excavation for channel improvement work and enlargement of the lawn and planting areas.

2. Increased engineering costs.

Slow and inefficient winter work by the contractor, causing contract work to extend beyond the specified completion date, has caused the necessary additional engineering expenditures.

This matter will be on the agenda for the June 8 meeting and I recommend that you approve the increase.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
I. D. Merchant
L. H. Young
C. H. Maison
L. R. Chandler

FWE:mb jw

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
May 23, 1967

To: Mr. Ivan Merchant
Bridge Engineer
S A L E M

SUBJECT: Overrun of Project Authorization
Suncrest Safety Rest Area
Contract No. 6944
Jackson County

Enclosed herewith is a report on Expected Overrun of the Project Authorization for the subject project. Expected overrun of this project is $20,756.15 or 7.98%. The main reason for this overrun came about in the general excavation in doing the channel improvement work and in the enlargement of the lawn and planting areas at the northerly entrance to the rest area. This project is also overrunning in time which attributes to the overrun in the engineering. As for the overrun in Engineering, this seems to be following the general trend in all park projects. Your approval is recommended.

John Quiner II

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Enc.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM MAY 24 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

Form No. E-662—10M—7-55

I-5-1(63)23

OREGON STATE HIGHWAY DEPARTMENT

Report on Expected Over-run of Project Authorization

Project Name Somerset Safety Rest Area Date May 22, 1967

Highway Pacific Contract No. 6944

County Jackson Kind of Work Improvement Contractor F. L. Somers

Contract Amount $ 225,937.00

Expected over-runs and under-runs in contract items:

		Quantity	Unit Price	Amount
Major items, itemized:				
Item 2	General Excavation, Unclassified	15,000 cu.yd.	0.65	9,750.00
" 5	Trench Excavation	140 cu.yd	4.00	560.00
" 57	Lawn Construction	1.4 acre	830.00	1,162.00
" 58	Furnishing and Planting Trees	75 each	15.65	1,173.75

Minor items, unitemized algebraic total $ +54.00

Subtotal $ 12,699.75

Approved work orders (Price, extra work and state force orders) $ 2,915.25

Expected over-runs and under-runs in work orders:

	Amount
Major items, itemized:	

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 6-8-67

Minor items, unitemized algebraic total $ +20.82

Subtotal $ 20.82

Authorization for engineering $ 18,498.99

Expected over-run or under-run of engineering authorization (5% of work remaining) $ 10,064.92

Costs not included above (explain) Striping, Comf. Comst. Picnic Shelter $ 5,100.00

Allowance for future contingencies (4½ % of work remaining) $ 5,661.52

Credits to come from transfers and deductions $ 0.00

Present estimate of project cost $ 280,898.25

Brief Statement of principal causes of over-run:

Increased excavation quantities in channel improvement and topsoil caused an overrun in Item 2, General Excavation. A prime agreement approving the enlargement of the lawn and planting areas increased Items 57 and 58. Slow and inefficient winter work by the contractor, causing contract work to extend beyond the specified completion date, has expended authorized engineering, thus requiring a request for additional engineering.

INSTRUCTIONS

A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$ 260,142.10	
Present estimate of project cost	$ 280,898.25	
Expected over-run (Amount)	$ 20,756.15	
Expected over-run (per cent)	7.98	

Space to right of this line is for use of Salem office.

Submitted by: [signature] Resident Engineer

Confirmed by: [signature] Division Engineer

Noted by: [signature] Construction or Bridge Engineer

Noted by: [signature] Deputy or Assistant State Highway Engineer

State Printing 86719

RECEIVED
APR 21 1967
FORM E-20 50M 3-61 SP*6470-734
FOR FILING

I-5-1(67) 23
6944

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 20, 1966

SUBJECT: Table Shelters
Suncrest Safety Rest Area
(Assignment No. 1592

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

1592

B U I L D I N G

Following our conversation I contacted the Bureau, Gordon Brooks and Ted Dec, regarding the contractor's estimate of $965 for building eight shelters.

each

The probability of construction by State Forces was discussed. This could be done if we could show substantial savings and that it was in the public's interest. According to Bridge estimates, a substantial saving could not be made.

Inasmuch as the shelter design was not a part of the contract, they stated we could substitute another design, get estimates thereon and submit price agreements to cover.

Accordingly, in discussion with Assistant Division Engineer Quiner, it was agreed that they would obtain estimates on the construction of the "turkey roost" design. It is believed they can be constructed for less than $200 each, which will be within the $5,000 authorized for shelter construction in the contract.

NOTED
F. B. KLABOE

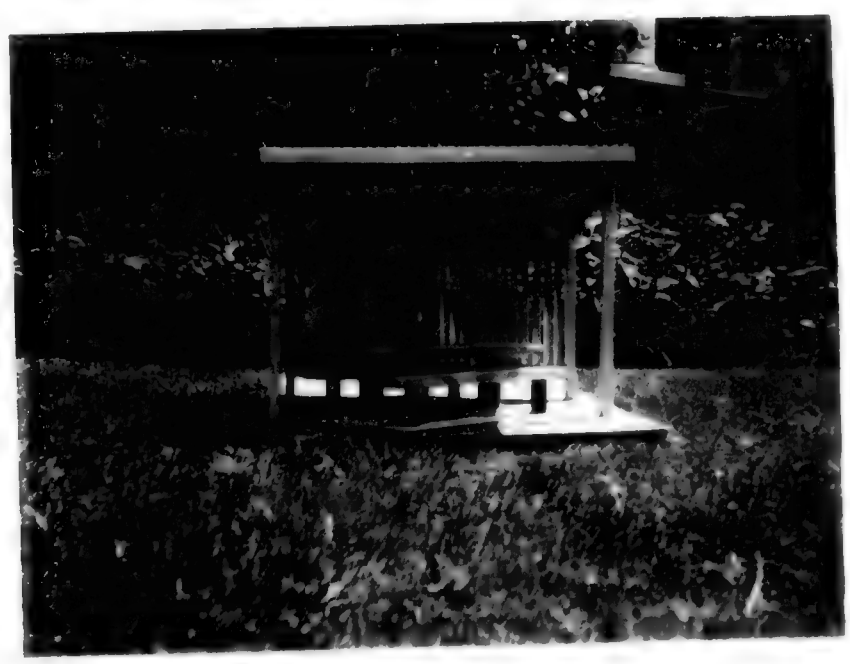
F. D. Morgan
Construction Engineer

By Mark H. Astrup

Mark H. Astrup
Landscape Engineer

cc: F. D. Morgan
L. R. Chandler
V. D. Wolfe

RECEIVED
APR 21 1967
OFFICE OF
STATE HIGHWAY ENGINEER



RECEIVED
APR 12 1967
FOR FILING
I 5-1(63) 23
6944
1592

Salem, Oregon 97310
April 12, 1967

Suncrest Safety Rest Area

Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

Attention Mr. Mark Astrup

I have been informed by Division Engineer Chandler that the cost of the shelters proposed for this rest area has been quoted at $965 each by the contractor. Mr. Chandler questions the cost of the shelters and has requested that we look into the possibility of modifying them to such an extent that they can be purchased cheaper.

Please bring me the plans showing how these shelters are to be constructed and any suggestions that you might have for reducing the expense.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Victor D. Wolfe

Form E-206—6M

OREGON STATE HIGHWAY DEPARTMENT

Funds [illegible]
Date [illegible]
G1-P

W E Martin
Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name Suncrest Safety Rest Area — Date February 3, 1967

Highway Pacific — Contract No. 6944

County Jackson — Prefix 615-1034

Contractor F. L. Somers — F. A. Project No. I-5-1(63)23

Address P. O. Box 668, Medford, Oregon — Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Excavate trench and install approx. 500 lin. ft. of 8-inch perf. pipe.
Place special backfill around perf. pipe.

Location by station numbers:

"Ls" 1157+00 to "Ls" 1162+00

RECEIVED
FEB 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Estimate of quantities and cost:

Materials	$ 1,050.00
Equipment	1,000.00
Labor	600.00
Total	$ 2,650.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")
Subgrade seepage at the cut for the acceleration lane, Sta. 1162+00, requires placing perf. pipe for drainage. Prices received from contractor to perform work were unreasonably high, resulting in extra work order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 260,142.10
Present estimate of project cost, including $ 2,650.00 for work under this order	$ 252,866.42
Expected under-run ~~overrun~~ amount	$ 7,275.68
Expected under-run ~~overrun~~ per cent	3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ Arvey Nelson, Resident Engineer

Approval Recommended: /s/ Ivan Merchant, ~~Chief Engineer~~ Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, ~~State Highway Engineer~~ Office Engineer.

OP-22877-734

Young 3-1-67

RECEIVED
NOV 10 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH F. [illegible], MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

I-5-1(63)-3

6944

November 9, 1966

Mr. F. I. Somers
P. O. Box 668
Medford, Oregon

Dear Mr. Somers:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6944 for improvement on the Suncrest Safety Rest Area on the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.

cc Federal Insurance Company
Bonding Department
417 Norton Building
Seattle 4, Washington

Victor A. Raley
Board of Trade Building
Portland 4, Oregon

RECEIVED
NOV 2 - 1966
FOR FILING

November 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 31, 1966, on Contract No. 6944, Concrete Safety Rest Area Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(63)23.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Wier

RECEIVED
NOV 3 = 1966
FOR FILING

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(63)23

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6944 Salem, Oregon

DATE: November 1, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(63)23
Suncrest Safety Rest Area
Improvement

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract no. 6944 to F. L. Somers of Medford, Oregon, low bidder in the amount of $225,937.43 at the October 13, 1966 bid opening.

REFERRED TO
Yocum
BY ASSTT. STATE HWY. ENGR
11-3-66

RECEIVED
NOV 3 1966
OREGON
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILING
F 5 1(63) 23
6944

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the Suncrest Safety Rest Area Section, Project No. I-5-1(63)23.

The contractor receiving the award is F. L. Somers of Medford in the amount of $225,937.43, with the Contract No. 6944 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction. Contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARed

RECEIVED
SEP 30 1966

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 21, 1966

In reply refer to: 08-35.2-DB

TO : ~~Mr. Forrest~~ Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(63)23
Suncrest Safety Rest Area
Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's September 8 and September 13, 1966 reports.

You are authorized to proceed with contractor's flagging estimated at $200.00. Your further action will be necessary on the other contingency items included in your estimate.

The use of Division II, Part 1, Earthwork, dated April 1966 as a Supplemental Standard Specification is approved subject to the comments of our May 11, 1966 specification approval memorandum, which approved all other Supplemental Specifications.

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, ~~nonconcurrence by other appropriate public recreational or historical resources authorities is not involved~~, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

copy to 9-30-66

The sign supports for this project are designed according to your present standards. In order to conform with the added emphasis on safety the sign supports for this project should be designed to conform with your proposed break-a-way sign supports design now being reviewed by the Bureau of Public Roads.

Attachment

Young Letter dated 9-26-66

RECEIVED
SEP 29 1966
OFFICE OF
NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
AUG 18 1966
FOR FILING

I-5-1(63)43

6944

Salem, Oregon
August 17, 1966

Mr. C. E. Maison
Controller
BUILDING

Prefix 15-3946 has been assigned to Sunerest Safety Rest Area on the Pacific Highway in Jackson County.

L. H. Young
Office Engineer

FHH:b

cc: E. S. Hunter
F. D. Morgan

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

Page 1 of 3 Pages

RECEIVED AUG 4 - 1966 FOR FILING

Section SUNCREST SAFETY REST AREA Highway PACIFIC (PAR 3) County JACKSON Prefix 69HW E3 S-1 Suffix

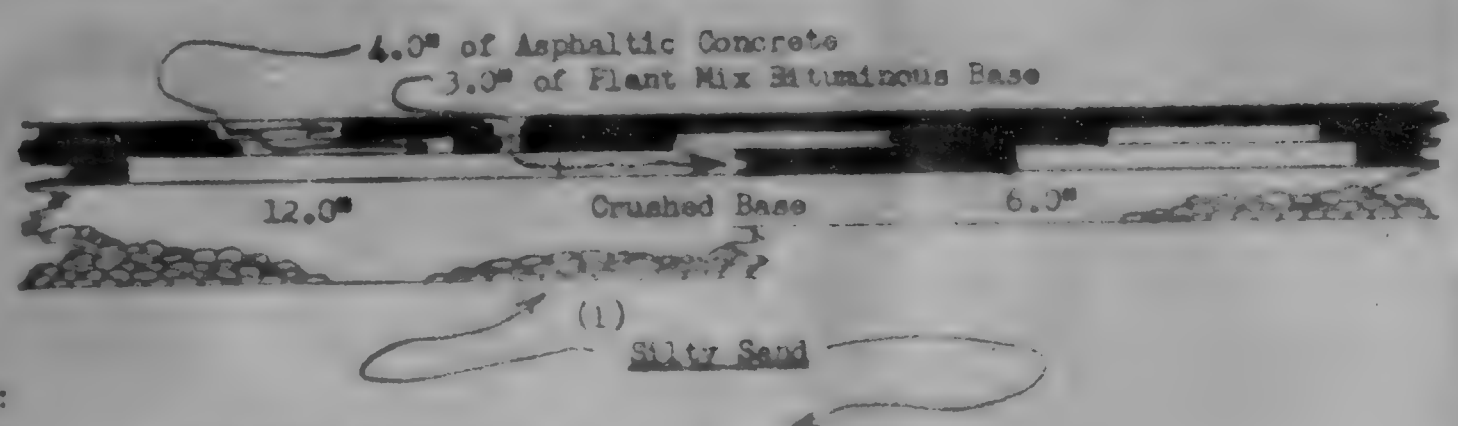
Res. Engr. _____ Approx. Length 0.48± Miles. Sta. 1138± to Sta. 1163± Date _____

Truck A.D.T. 122 Traffic Coefficient 8.3 18 kip s.a. per day 85.5.

Annual Precipitation 18"± (Medford) Frost Penetration - - - - .

(1)
Typical Soil
- 41 % Gravel
- 19 % Coarse Sand
- 32 % Fine Sand
- 7 % Silt
- 1 % Clay
- 13 "R" Value

(2) ACCELERATION, DECELERATION LANES, & TRUCK PARKING



*Minimum thickness for bottom base course.

(3) CARS ONLY

CBR Total Req.	Credit	Actual Thick.	
(2)	8.0	4.0	A.C.
	5.5	3.3	P.M.B.S.
	12.0	12.3	Cr. Base
25.5	25.5	19.3	
(3)	8.0	4.0	A.C.
	5.5	3.3	P.M.B.S.
	*6.0	6.0	Cr. Base
	19.5	13.3	

AASHO CLASSIFICATION:
A-2 (2)

MATERIAL SOURCES:
To be determined by the Engineer.

Assigned Values:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Stone Subbase (Per Standard Specs) (and Supplementals)	=	0.3" Crushed Base

7-25-66

NOTED F. E. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[illegible]
Bridge Engineer

Submitted by _____ Staff Assistant

Recommended by _____ Engineer of Materials

Recommended by _____ Asst. Construction Engineer

Approved by _____ Asst. State Highway Engineer

SECTION: SUNCREST SAFETY REST AREA

HIGHWAY: PACIFIC (PAR 3)

COUNTY: JACKSON

Traffic Analysis:

Calculation for Traffic Coefficient

Volume Study For Year 1965

A. Present ADT 420 (Total)

B. Future ADT 1200 (Total)

C. Mean ADT 810 $(\frac{A+B}{2})$

D. Design Period 20 Years

E. No. of Lanes 1 Way

F. Percent Trucks 15 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{E}$ = .15 x (C) 810 = 122

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 122 x (H) 100 % = 122

TRAFFIC COEFFICIENT = $K (I)^{0.119}$
where K = 4.669

= 8.3

SECTION: SUGGEST SAFETY REST AREA

HIGHWAY: PACIFIC (FAR 3)

COUNTY: JACKSON

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. and/or A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: See remarks
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section (0.45 mi.) and the cost of moving rigid paving equipment to the project would be excessive.

Sources that would provide P.C.C. specification material are about depleted.

Lane delineation is also desirable.

I-5-1(64) 33 #6945 Central Pt. Interch. Road-way Illum. on Pacific Hwy. 1966

C+A 3159

STATE COPY

Monthly transaction number: 7-21	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State: Oregon
Project report number: 10	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 7-10-67	County: Jackson
Modification number: 1		Project number: I-5-1(64)33

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 10, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 23,100.00	$ 23,342.68
Federal funds	$ 21,300.00	$ 21,312.06
Other revisions		

This modification is made for the following reasons:

Final Voucher

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10 day of July, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Klabon

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-86		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4 # 6945	11-10-66	Jackson
		PROJECT NO. I-5-1(64)33

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Central Point Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER (Specify)		

FUNDS

P.E.D. Rate 92.35

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 23,100	$ 21,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. K. Kabel

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(64)33

CENTRAL POINT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, October 26, 1966

Type Code X030
Illumination (Sta. 591+08.30) (Contract No. 6945)

Illumination Installation, Complete	All Required	$21,000.00
	Subtotal	$21,000.00
	10% Engr. & Cont.	2,100.00
	Total	$23,100.00

Length of Project - - - - 0.00 Miles

Federal Funds -	$21,300.00
State Funds -	1,800.00
Total -	$23,100.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(64)33

CENTRAL POINT INTERCHANGE SECTION OF THE

PACIFIC HIGHWAY IN JACKSON COUNTY

P.S. & E. estimate.

Salem, Oregon, September 15, 1966

Type Code Y030
Illumination (Sta. 591+08.30)

Illumination Installation Complete	All Required	$ 28,600.00
	Subtotal	28,600.00
	10% Engr. & Cont.	2,860.00
	Total	$ 31,460.00

Length of Project 0.00 mile

Federal Funds	$ 29,000.00
State Funds	2,460.00
Total	$ 31,460.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

RECEIVED
MAY 10 1967

T-5-1(24) 33
6945

May 9, 1967

Hartford Accident & Indemnity Co.
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

A post-final payment for $390.00 will be made to Northwestern Electric Company on Contract No. 6945 for illumination installation on the Central Point Interchange Section of the Pacific Highway in Jackson County, as soon as the warrant is prepared.

The total amount paid on this contract will be $21,000.00, including the post-final payment. No force account work was performed on this contract.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Northwestern Electric Co.
1230 Court
Medford, Oregon 97501

Ben Taylor Insurance
37 North Grape Street
Medford, Oregon 97501

bc C. H. Maison
Attn: John Herr

RECEIVED
JUN 6 - 1967
FILING
I-5-1(64)23
6945

3H-4

April 27, 1967

Northwestern Electric Co.
1230 Court
Medford, Oregon 97501

Gentlemen:

The State Highway Commission at its meeting on April 25, 1967, considered your request for an extension of time on Contract No. 6945 on the Central Point Interchange Section of the Pacific Highway in Jackson County.

After considering the recommendation of the Engineer and other available information, the Commission granted a 13-day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc L. R. Chandler
Arvey Nelson
L. H. Young
F. D. Morgan
C. H. Maison

RECEIVED
APR 1 - 1967
FOR FILING

I-5-1(64) 3

6945

April 3, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 4
April 25, 1967 meeting

Gentlemen:

Northwestern Electric Company, contractor on the Central Point Interchange illumination on the Pacific Highway in Jackson County, Contract 6945, has requested that he be granted an additional 20 calendar days to complete the contract work without assessment of liquidated damages.

The contractor cites delay in delivery of poles and weather conditions not suitable for painting as his reason for this request.

Delay in delivery of poles is not a reason for waiver of liquidated damages under the prevailing circumstances. As to weather conditions, the entire installation was complete and in operation, with the exception of painting poles, two days prior to the expiration of the allotted time. Intermittent rain and foggy weather, before and after the allotted time expired, created conditions entirely unsuitable for satisfactory painting. The contractor painted whenever weather conditions were suitable and the work was completed February 22, 1967, thirteen calendar days over the allotted time.

Because the contractor was prevented from completing the work on time by conditions beyond his control, I recommend that the contractor be granted a 13-day extension without assessment of liquidated damages.

This is a federal-aid project and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda of the April 25 meeting for your consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc Floyd Quary
R. L. Porter
Tom Edwards
V. D. Wolfe
L. H. Young
Ivan Merchant
C. H. Maison
L. R. Chandler

CAG:jf jw

E-320 (Rev'g)—634—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request

for CALENDAR DAYS

Increase in Number of ~~Workdays~~

to

Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date Feb. 14, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of ~~workdays~~ calendar days from 100 days to 120 days, within which to complete our Contract No. 6945, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the ~~workdays~~ calendar days during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

SEE ATTACHED

Respectfully submitted,

Northwestern Electric Co.
Contractor

By Billy W Hogue Sec. Mgr.

CONSENT OF SURETY

Bond No. 3902157 Date February 15, 19 67

We, Hartford Accident and Indemnity Company

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

R. R. Taylor
Attorney-in-fact

(SEAL)

Ren Taylor Insurance
Resident Agent

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM FEB 28 1967 PM
11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6945 Contractor Northwestern Electric Co.

Highway Pacific

Section Central Point Interchange

Kind of Work Illumination Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 13 calendar day extension without assessment of liquidated damages because weather conditions were not suitable for satisfactory painting.

Recommended for Approval:

John Agnes
Asst. Division Engineer

Duane V. Mecham
~~Construction Engineer~~ or Bridge Engineer

Asst. State Highway Engineer

Contract No. 6945

Project designation I-5-1 (64)33 State-Federal

Date awarded October 19, 1966

Work started November 7, 1966

Per cent completed 100% 2-22-67 Date

No. of Workdays Allowed 100 calendar days

No. of Workdays Used 113

No. of Added Workdays Requested 20

RECEIVED
MAR 17 1967
FOR CLERK

Form CD-121 (11-63) (Pres. by A.O. 206501)

UNITED STATES GOVERNMENT

Memorandum

T. Edwards

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

6945

DATE: March 13, 1967

In reply refer to: 08-35-DB

FROM: A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

M E Martin

cc Young
3-16-67

SUBJECT: Oregon Project I-5-1(64)33
Central Point Interchange
Illumination - Contract No. 6945
Extension of Contract Time

Mr. Edwards' letter dated March 7, 1967 requests our concurrence in the granting of an extension of contract time in the amount of 13 days.

In reviewing the contract documents pertinent to contract time we find 3 pages in the Standard Specifications, 4 pages in the General Special Provisions, and 1 paragraph under Article 8-7 of the special provisions with considerable duplication and repetition.

We are approving the proposed extension due to inadvertency in exercising part (d) under paragraph 2 of the General Special Provisions as requested by Mr. Edwards' letter.

NOTED
TOM EDWARDS

Copy - Incident
3-16-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Northwestern Electric Co.

ELECTRICAL CONTRACTORS

1230 COURT STREET • TELEPHONE 779-4856

MEDFORD, OREGON

February 14, 1967

Rain or showers as confirmed by your calendar day charges:

Nov. 5	Sat.	Cloudy - showers
Nov. 6	Sun.	Cloudy - showers
Nov. 8	Tue.	Legal Holiday
Nov. 9	Wed.	Cloudy - showers
Nov. 10	Thu.	Cloudy - showers
Nov. 11	Fri.	Cloudy - showers
		Legal Holiday
Nov. 12	Sat.	Cloudy - showers
Nov. 13	Sun.	Cloudy - showers
Nov. 14	Mon.	Cloudy - rain
Nov. 15	Tue.	Cloudy - rain
Nov. 19	Sat.	Cloudy - showers
Nov. 20	Sun.	Cloudy - showers
Nov. 21	Mon.	Cloudy - rain
Nov. 26	Sat.	Cloudy, cool w/showers
Nov. 27	Sun.	Cloudy, cool w/showers
Nov. 28	Mon.	Cloudy - showers
Dec. 4	Sun.	Cool - rain
Dec. 9	Fri.	Cloudy - rain
Dec. 13	Tue.	Rain
Jan. 4	Wed.	Cloudy & cool w/shrs. P.M.
Jan. 19	thu.	Cool Windy & showers
Jan. 26	Thu.	O'cast & Cool w/light shrs.
Jan. 30	Mon.	O'cast & Cool w/light shrs.
Feb. 1	Wed.	O'cast & Cool w/light shrs.

Our pole supplier Hrubetz & Bushnell were scheduled to deliver the poles on or before 1/15/67. They were delivered on 1/25/67.

Northwestern Electric Co.

ELECTRICAL CONTRACTORS

1230 COURT STREET • TELEPHONE 779-4856

MEDFORD, OREGON

February 13, 1967

Oregon State Highway Dept.
% Arvey Nelson, Res. Br. Engr.
2692 N. Pacific Hwy.
Medford, Oregon 97501

Gentlemen:

This letter is to serve for the record, and your information and guidance, our formal request for a time extension of 20 days on the Illumination Installation, Central Point Interchange, Contract No. 6945. This time extension is requested because of inclement weather which is a matter of record and lack of prompt delivery by our pole suppliers.

Realizing that as the contract was written on a calender day basis the above stated reason may or may not be cause for a time extension to be granted. However, since neither the State of Oregon nor the motoring public suffered any loss of the lighting facilities as the lights themselves were operating and functioning on the 99th day of the contract. This time extension is requested to enable us to complete the painting portion of the contract.

Respectfully yours,

Billy W. Hague,
Manager

BWH:lg

OREGON STATE HIGHWAY DEPARTMENT
RESIDENT BRIDGE ENGINEER
RECEIVED
FEB 14 19[illegible]
FILE: [illegible]

RECEIVED
APR 21 1967
FOR FILING

J-5-1(64)33

6945

April 20, 1967

Hartford Accident & Indemnity Company
1820 Eastlake Avenue East
Seattle, Washington 91802

Gentlemen:

Contract No. 6945 awarded to Northwestern Electric Company for illumination on the Central Point Interchange on the Pacific Highway in Jackson County was completed on February 22, 1967, and accepted by the Highway Commission on April 19, 1967.

Final payment in the amount of $1,050 will be released to the contractor after April 27, 1967. The total contract amount is $20,610 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Northwestern Electric Company
1230 Court
Medford, Oregon 97501

Ben Taylor Insurance
37 North Grape Street
Medford, Oregon 97501
L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 20 1967
FOR FILING

I-5-1(64)37
1945

April 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed February 22, 1967, on Contract No. 6945. The contract was with Northwestern Electric Company and was for illumination on the Central Point Interchange Section of the Pacific Highway in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 19, 1967, and that you concur in this procedure at the Commission meeting on April 25.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

RECEIVED
MAR 8 - 1967
FOR FILING
I-5-1(64)33
6945

March 7, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Central Point Interchange
Illumination
Contract No. 6945
FAP No. I-5-1(64)33

Dear Sir:

This contract allotted 100 calendar days to complete the work. One hundred and thirteen calendar days were charged through to completion of the work.

The contractor has requested that he be granted an additional 20 calendar days in which to complete the work without assessment of liquidated damages. The contractor cites delay in delivery of poles and weather conditions not suitable for painting as his reasons for failure to complete the work within the time allotted.

Delay in delivery of materials is not a reason for a waiver of liquidated damages under the prevailing circumstances. As to inclement weather, the entire installation was complete and in operation, with the exception of painting poles, two days prior to the expiration of the allotted time. Intermittent rainy and foggy weather, before and after the expiration of the allotted time, created conditions entirely unsuitable for satisfactory painting. The contractor painted whenever weather conditions were suitable and the work was completed February 22, 1967, 13 calendar days over the allotted time.

A stop work order was inadvertently not written, as it appeared to the Resident Engineer that the weather would clear daily to permit completion of the work.

Because the contractor was prevented by conditions beyond his control from completing the work on time, I propose to recommend to the Highway Commission that a 13-day extension be granted without assessment of liquidated damages. May I have your concurrence in this recommendation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM E-189X 20M 4-62

STATE COPY

RECEIVED
APR 10 1967
BUR. PUBLIC ROADS

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I 5-1(64)33

6945

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
February 24, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was completed on February 22, 1967, on Contract No. 6945, Central Point Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(64)33.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance of listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date:_____

Conditions noted on above date: This project was inspected on 3-28-67 and found to be satisfactorily complete in apparent conformance with plans and specifications. By CTC (3-30-67)

M E Martin
M. E.Martin, District Engineer

A. W. Parsons
Division Engineer

Yours 4-3-67

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Central Point Interchange		WEEK ENDING: February 10, 1967
		SECTION PREFIX: 615-1035
HIGHWAY: Pacific		COUNTY: Jackson
NAME OF JOB: Central Point Interchange Illumination	KIND OF WORK: Illumination	
CONTRACTOR: Northwestern Elec. Company	CONTRACT NUMBER: 6945	FEDERAL AID PROJECT NUMBER: I-5-1(64)33
DATE OF CONTRACT: October 19, 1966	DATE WORK STARTED: November 7, 1966	ESTIMATED COMPLETION DATE: February 15, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 3 SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 100	CALENDAR DAYS USED: 101
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 101%
PROJECT AUTHORIZATION: $ 23,625.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 95%
EXCLUSIVE OF ENGINEERING: $ 21,945.00	ENGINEERING AUTHORIZATION: $ 1,680.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 84%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,000.00	ENGINEERING COST TO DATE: $ 1,275.93	DATE PROJECT WAS COMPLETED: - - 2-22-67
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4 %	PERCENT OF AUTHORIZATION: 76 %	

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

Routing

Morgan ✓✓
Decker
Bond S
Barbee
Walker W
Glenn
Swan

Pease
Morelock
Trout
Scott
Wills
Litchfield
Olson

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FEB 19 1967
CONSTRUCTION
DIVISION

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9664							
PERCENT	95%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Foggy - Cool			
MONDAY	6	Foggy			
TUESDAY	7	Foggy (am) - Clear (pm)			
WEDNESDAY	8	Fair - Warm			
THURSDAY	9	Cloudy - Warm			
FRIDAY	10	Fair			
SATURDAY					

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No Activity
MONDAY 6	Wiring up poles Sanding and cleaning mud off poles
TUESDAY 7	Wiring up poles Making connections in service cabinets and meter bases Cleaning and sanding mud off poles
WEDNESDAY 8	Wiring poles and making final electrical connections Touching up poles with red lead primer Leveling poles and miscellaneous jobsite cleanup Lights turned on this date 2 men grouting bases
THURSDAY 9	Painting poles with aluminum paint Finished grouting pole bases
FRIDAY 10	Painting poles
SATURDAY	

REMARKS

STATUS: Project complete except for final painting
Lights turned on Wednesday, February 8

NEXT WEEK: Complete project

cc: BPR

Arvey D. Nelson

SIGNED by: [signature] Medford

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
DEC 5 - 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(6d)33
6945

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 2, 1966

Northwestern Electric Company
1230 Court
Medford, Oregon 97501

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6945 for illumination installation on the Central Point Interchange of the Pacific Highway in Jackson County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.

cc Hartford Accident & Indemnity Company
Surety Department
1820 Eastlake Avenue East
Seattle, Washington 91802

Rem Taylor Insurance
37 North Grape Street
Medford, Oregon 97501

RECEIVED
NOV 15 1966
FOR FILING

I-5-1(64)33

6945

November 15, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on October 19, 1966, on Contract No. 6945, Central Point Interchange Section, in Jackson County, in connection with Federal-Aid Project No. I-5-1(64)33.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

WCred

RECEIVED
NOV 3 - 1966
FHWA FILING

I-5-1(64)33

Form CO-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

6945

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: October 31, 1966

In reply refer to: 08-35-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Project I-5-1(64)33
Centrol Point Interchange Section
Illumination

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract No. 6945 to Northwestern Electric Co., of Medford, Oregon, low bidder in the amount of $21,000.00 at the October 13, 1966 bid opening.

REFERRED TO
[signature]
Asst. State Hwy. Engr.
11-2-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILING
I-5-1(64)33
694

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the Central Point Interchange Roadway Illumination, Project No. I-5-1(64)33.

The contractor receiving the award is Northwestern Electric Co. of Medford in the amount of $21,000.00, with the Contract No. 45 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completions. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:ed

RECEIVED
SEP 30 1966
FOR FILING

Form CD-121 (11-63) (Prss. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

I-5-1(64)33

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 21, 1966

In reply refer to: 08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(64)33
Central Point Interchange Section
Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's September 8, and September 13, 1966 reports.

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

NOTED
F. B. KLABOE

Young ltr rec'd. 9-26-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 13 1966
FOR FILING

I-5-1(44) 23

6145

August 31, 1966

MISC. CONTRACTS and
AGREEMENTS No. 3159

Mr. F. W. Mason
City Recorder
City of Central Point
Central Point, Oregon

Agenda Item
4aa
8-25-66

Dear Mr. Mason:

We are enclosing for your records a fully executed copy of an Agreement covering installation of illumination at the Central Point Interchange on the Pacific Highway in Jackson County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall

RECEIVED
JUL 27 1966
FOR FILING

I36-1(64)33
6945

July 27, 1966

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination at the Central Point Interchange on the Pacific Highway in the city of Central Point in Jackson County.

This agreement has been executed by the City of Central Point and provides that the State shall do the work of the project at an estimated cost of $24,000 and maintain the luminaire units after installation. This is an interstate project. The City is to pay for all electrical energy consumed.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
C. H. Maison
E. S. Hunter
H. S. Cox
R. H. Bothman
L. R. Chandler

FBC:njc bg

RECEIVED
JUN 30 1966

Commissioners
J. Pat Mether, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

I 5-1 (64) 132

6445

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

Routing
Morgan
Docker
Bond
Barboe
Walker
Glenn
Swan

Trout
Scott
Wills
Litchfield
Olson

June 28, 1966

RECEIVED
JUN 29 1966
CONSTRUCTION
DIVISION

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of June 22, 1966 which enclosed the plan title sheets for the following projects:

Coast Fork Willamette River Bridge Section, Springfield-Creswell Highway, Lane County.

Central Point Interchange Section (Illumination), Pacific Highway, Jackson County.

There will be no conflict with wildlife resources as a result of this construction, so the projects are approved.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

NOTED
F. B. KLABOE

ROK/dm

cc: Director OFC
6/29/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (2)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)

fp

RECEIVED
JUN 30 1966
OFFICE OF
HIGHWAY ENGINEER

RECEIVED
MAR 18 1966

Form CD-121
(11-63)
(Prss. by
A.O. 20[illegible])

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

7-1(64)32

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

6.14

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

DATE: March 16, 1966

In reply refer to: 08-35-DB

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(--)36
Seven Oaks - Grants Pass Section, Pacific Highway
Central Point Interchange Illumination

Reply is made to Mr. Edwards' March 7, 1966 letter in which he again requests our concurrence in fully lighting the subject interchange ramps. Please be advised that because of the small element of safety which may be involved, as pointed out by Mr. Edwards, we have reconsidered our determination in this matter and now concur in your proposal to fully light the interchange ramps.

Copy to Crandall
3-18-66

NOTED
TOM EDWARDS

RECEIVED
MAR 17 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 8 - 1966
FOR FILING

1-1-1(47)-3
6745

March 7, 1966

4373
4440

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Your File: 08-35.DB

Dear Sir:

Your most recent letter concerning the interchange illumination for the Central Point Interchange rejects the use of full ramp lighting for both the on- and the off-ramps on the basis that it is not justified according to the criteria established in the AASHO Informational Guide for Lighting Controlled Access Highways.

The crossroad up to and through the interchange area will be illuminated to modern standards by the City of Central Point. If illumination is not installed on the on-ramps, the driver leaving the crossroad would be presented with a darkened area that would not be conducive to safe and efficient driving during the period that he is presumably traversing the ramp and starting to accelerate to enter the freeway. The Informational Guide does recognize on page 18 the need for continuous lighting to reduce the effect of sudden light change on drivers as they enter and leave illuminated areas.

Illumination has been installed at several of the interchanges in the Medford Valley area on the basis that particularly acute adverse weather conditions require nighttime illumination for safe driving.

It is felt that the best operating conditions for the location under question, and also considering the weather conditions, would be provided by installing illumination for both the on- and the off-ramp system.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. R. Chandler

LEG:ar jwa

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 23, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(--)36,
Seven Oaks-Grants Pass Section, Pacific Highway
Central Point Interchange Illumination

Mr. Edward's February 16, 1966 letter requested our approval of lighting the entire ramps of the subject project in lieu of our previous approval for lighting the ramp terminals only. His request is based upon the plans of Central Point to illuminate the cross-road from the end of the existing lineal illumination through the interchange.

Central Point's planned lineal illumination does not, in our opinion, furnish sufficient additional justification to warrant lighting the entire ramps in accordance with the criteria established by AASHO's Informational Guide for Lighting Controlled Access Highways.

The limitation of Federal participation in this proposed project will, therefore, be as outlined in our February 4, 1966 letter.

RECEIVED
FEB 25 1966
TRAFFIC ENGINEERING

RECEIVED
FEB 24 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (11-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

477 Cottage Street, NE
Salem, Oregon 97301

DATE: February 23, 1966

In reply refer to: 08-35.DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. Tom Edwards

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

SUBJECT: Oregon Project I-5-1(--)36,
Seven Oaks-Grants Pass Section, Pacific Highway
Central Point Interchange Illumination

Mr. Edward's February 16, 1966 letter requested our approval of lighting the entire ramps of the subject project in lieu of our previous approval for lighting the ramp terminals only. His request is based upon the plans of Central Point to illuminate the cross-road from the end of the existing lineal illumination through the interchange.

Central Point's planned lineal illumination does not, in our opinion, furnish sufficient additional justification to warrant lighting the entire ramps in accordance with the criteria established by AASHO's Informational Guide for Lighting Controlled Access Highways.

The limitation of Federal participation in this proposed project will, therefore, be as outlined in our February 4, 1966 letter.

RECEIVED
FEB 25 1966
TRAFFIC ENGINEERING

RECEIVED
FEB 21 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Thanks
Discuss

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 16 1966
FOR FILING
I-5-1(64) 33
6445

4373

February 16, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Your File: 08-35-DE

Dear Sir:

This will acknowledge your letter of February 4 concerning Oregon Project I-5 (--) 36, Seven Oaks-Grants Pass Section, Pacific Highway, Central Point Interchange Illumination.

The City of Central Point is planning to illuminate the cross road from the end of the existing lineal illumination through the interchange. Based upon this, it is believed that the ramps should be illuminated so as to eliminate a short dark section between two illuminated sections.

If this is done, it is believed that the two lamp sizes should be used as shown on the plan previously submitted. The smaller size lamp provides more efficient illumination on the narrow ramp roadways. The larger size would be inefficient in that they would illuminate not only the roadway, but a wide section on each side of the roadway.

Based upon the proposed illumination by the City, your reconsideration of this matter is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji, jwa

Form 60-121
(11-63)
(Prev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: February 4, 1966

In reply refer to: 08-35-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: J. Girvin
Acting District Engineer

SUBJECT: Oregon Project I-5-1(--)36
Seven Oaks - Grants Pass Section
Pacific Highway
Central Point Interchange Illumination

REFERRED TO
Edwards
By Asst. State Hwy. Engr.
2-8-66

The plans for the subject proposed project, as submitted under Mr. Edwards' letter of November 29, 1965, have been reviewed by this office.

Partial interchange lighting is warranted under case B-4 of the "Information Guide for Lighting Controlled Access Highways" as mentioned in Mr. Edwards' letter; however, the definition of Partial Interchange Lighting indicates that the usual practice is to light those general areas where exit and entrance ramps connect with the through traffic lanes of the freeway and sometimes those areas where the ramps intersect the crossroad.

With luminaires located at the ramp terminals only, the need for two sizes of lamps is not apparent. The smaller size undoubtedly is used for adaptation lighting for the light-to-dark condition but generally this is significant only if the lighted section is long enough for the driver's eyes to adjust to conditions of continuous lighting. It is felt that the utilization of two lamp sizes generally complicates installation and maintenance and does not provide the improved economy of the one size larger lamp installation.

Approval of the proposed project for Federal participation will be based on providing not more than five luminaires at exit points and three luminaires at entrance points to the freeway with one luminaire at each ramp connection to the crossroad. We do not feel that full ramp lighting can be justified at this location.

In further analysis of this project it would be desirable to know if the City of Central Point has any plan to provide illumination of the crossroad.

RECEIVED
FEB 9 1966
TRAFFIC ENGINEERING

RECEIVED
FEB 7 1966
OFFICE OF
STATE HWY. ENGR.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1965
FOR FILING

I-5-1(41)32
6945

November 29, 1965

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a plan showing proposed illumination of the Central Point Interchange on Interstate 5. The estimated cost of the work is $27,000.

This interchange is in the Medford Valley and it is believed that illumination is warranted because of the prevalence of fog during the winter months with consequent restricted visibility. Also, ramp volumes are such that the condition imposed by Case B-4 of the "Informational Guide for Lighting Controlled Access Highways" is met for partial interchange illumination for suburban conditions.

Your consideration and approval is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

VPJ:ji jwa

RECEIVED
OCT 20 1965
FOR FILING

I-1(64)33
L445

October 18, 1965

Mr. F. W. Mason
City Administrator
City Hall
Central Point, Oregon

Dear Mr. Mason:

This will acknowledge your letter of September 27 concerning illumination of the Central Point Interchange on Interstate 5 in Jackson County.

We will request approval of the Bureau of Public Roads to install luminaire units at this interchange on the basis of the inclement weather conditions which prevail in the Bear Creek Valley, particularly fog.

Prior to our submission of plans to the Bureau of Public Roads for approval, they will require that evidence be submitted indicating that the City will agree to illuminate, to modern standards, Pine Street out to the east side of the interchange, since one of the requirements for Federal participation and approval of interchange lighting adjacent to a city is that the City provide such lighting as mentioned above. It will also be necessary that either the City of Central Point or Jackson County agree to pay the power bills for the luminaire units installed at the interchange by the State.

If the above arrangements are satisfactory to City officials and if you will so advise me, I will present the matter to the Bureau of Public Roads for its concurrence, after which we will prepare the plans for the interchange illumination and prepare the necessary State-City agreement covering the installation.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
L. R. Chandler

LEC:aa jwa

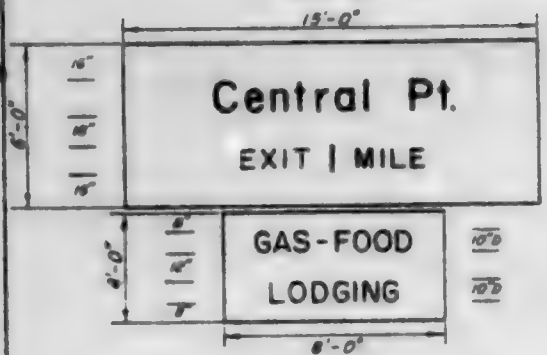
Post Stubs

Station	Sign No. & Post Location [1]	Size and Type	Length [2]	Spacing	Finished Height Above Pave Edge	Dist from E of Shoulder Stub
522+00 R	1-L	8"x8" BP 36#	12'-6"	5'-8"	1'-0"	8'-0"
	1-C	8"x8" BP 36#	11'-0"	5'-8"	1'-0"	13'-8"
	1-R	8"x8" BP 36#	8'-0"	5'-8"	4'-0"	19'-4"
548+00 L	2-L	8"x8" BP 36#	13'-8"	8'-8"	1'-0"	8'-0"
	3-R	8"x8" BP 36#	16'-0"	8'-8"	1'-0"	16'-8"
578+00 R	4-L	8"x8" BP 36#	13'-0"	8'-0"	1'-0"	8'-0"
	4-R	8"x8" BP 36#	15'-8"	8'-0"	1'-0"	17'-0"
606+75 L	5-L	8"x8" BP 36#	13'-0"	8'-0"	1'-0"	8'-0"
	5-R	8"x8" BP 36#	14'-8"	8'-0"	1'-0"	17'-0"
660+00 L	6-L	8"x8" BP 36#	12'-8"	8'-8"	1'-0"	8'-0"
	6-C	8"x8" BP 36#	16'-0"	8'-8"	1'-0"	13'-8"
	6-R	8"x8" BP 36#	13'-0"	8'-8"	1'-0"	19'-4"
496+00 R	20-L	8"x8" BP 36#	14'-0"	10'-8"	1'-0"	8'-0"
	20-R	8"x8" BP 36#	15'-0"	10'-8"	1'-0"	18'-8"

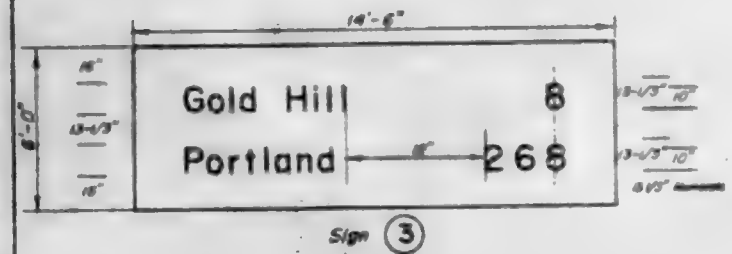
[1] Location of stub or post as facing the sign face

[2] Length includes 2'-0" allowance for fresh heading, etc.

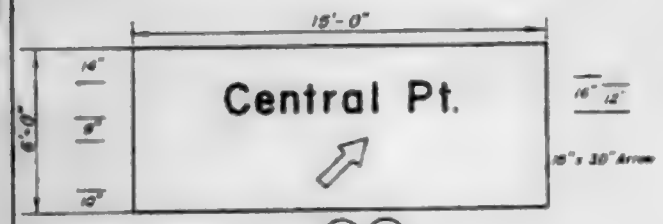
Signs (1) (6)
Type "A"



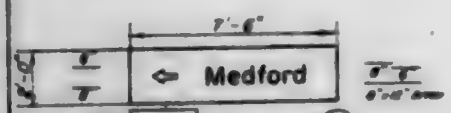
Signs (2) (7)
Type "B"



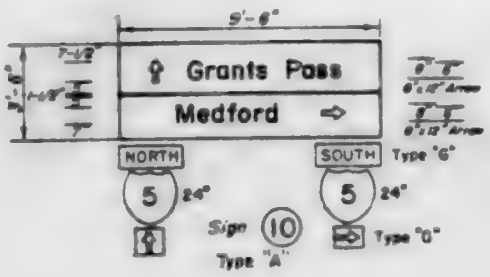
Sign (3)
Type "A"



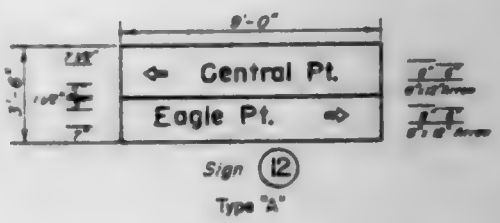
Signs (4) (5)
Type "A"



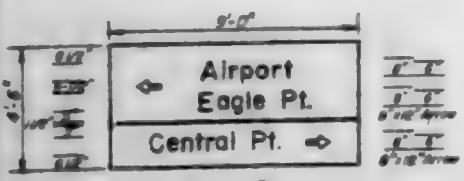
Type "G"
Sign (8)
Type "A"



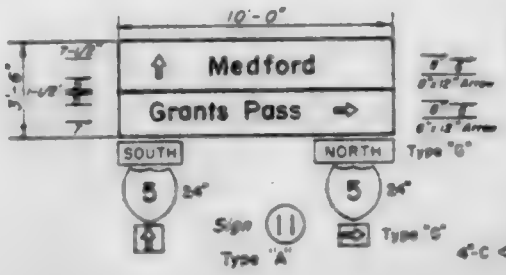
Type "G"
Sign (10)
Type "A"
Type "G"



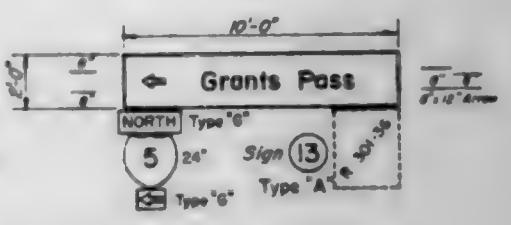
Sign (12)
Type "A"



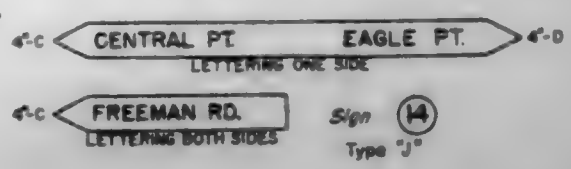
Sign (9)
Type "A"



Sign (11)
Type "A"
Type "G"



Sign (13)
Type "A"

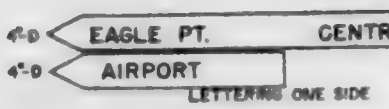


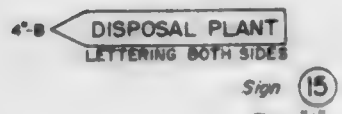
Sign (14)
Type "J"

CENTRAL POINT INTERCHANGE

Finished Height Above Pave Edge	Dist. from Edge of Shoulder to Stub
1'-0"	8'-0"
1'-0"	13'-8"
4'-0"	18'-4"
1'-0"	8'-0"
1'-0"	16'-8"
1'-0"	8'-0"
1'-0"	17'-0"
1'-0"	8'-0"
1'-0"	17'-0"
1'-0"	8'-0"
1'-0"	15'-8"
1'-0"	19'-4"
1'-0"	8'-0"
1'-0"	16'-8"

SCALE 0 100 200 400 800 FEET

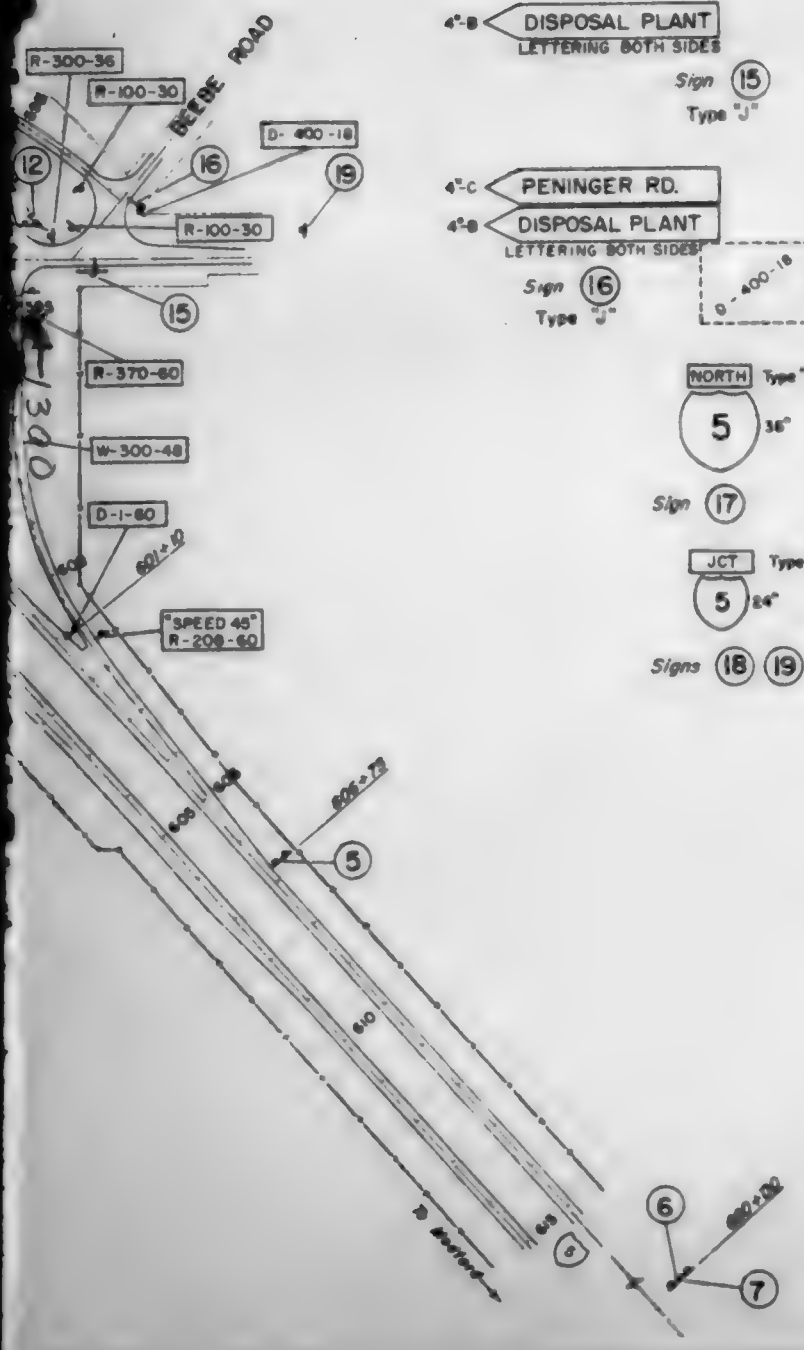




Posts

Station	Sign No.	No. Posts Reqd.[1]	Size and Type	Length	Spacing	Minimum Foundation Depth	Remarks
522+00 R	1	1-L	8"x4" B 10#	13'-0"	5'-8"		Mount Sign 8'-0" Above Elevation of Pavement
	1	1-C	8"x4" B 10#	13'-0"	5'-8"		
	1	1-R	8"x4" B 10#	10'-0"	5'-8"		
522+00 R	2						Mount Below Sign No. 1 on Left 2 Posts
548+00 L	3	2	8"x4" B 10#	12'-0"	8'-8"		
575+00 R	4	2	8"x4" B 10#	12'-0"	9'-0"		
606+75 L	5	2	8"x4" B 10#	12'-0"	9'-0"		
660+00 L	6	3	8"x4" B 10#	13'-0"	5'-8"		Mount Sign 8'-0" Above Elevation of Pavement
660+00 L	7						Mount Below Sign No. 6 on Left 2 Posts
	8	2	4"x6" Wood S4S	16'-0"	4'-6"	4'-0"	Directional Marker Assembly on Left Post
	9	2	6"x8" Wood S4S	22'-0"	5'-6"	7'-0"	
	10	1-L	6"x6" Wood S4S	20'-0"	5'-8"	6'-0"	
		1-R	6"x6" Wood S4S	22'-0"	5'-8"	6'-0"	Directional Marker Assembly on Post
	11	1-L	6"x6" Wood S4S	20'-0"	6'-0"	6'-0"	
		1-R	6"x6" Wood S4S	22'-0"	6'-0"	6'-0"	Directional Marker Assembly on Post
	12	2	6"x6" Wood S4S	20'-0"	5'-8"	6'-0"	
	13	2	4"x6" Wood S4S	16'-0"	6'-0"	4'-0"	Directional Marker Assembly on Left Post
	14	1	4"x4" Wood S4S	14'-0"		4'-0"	
	15	1	6"x6" Wood S4S	16'-0"		6'-0"	
	16	1	4"x4" Wood S4S	14'-0"		4'-0"	
496+00 L	20	2	8"x4" B 10#	11'-0"	10'-6"		
580+30 R	D-1-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"	
601+10 L	D-1-60	2	6"x8" Wood S4S	20'-0"	3'-8"	7'-0"	

[1] Location of stub or post as facing the sign face



Red figures are 1965 ADT

6/64 Removed Sign 39
As Constructed 6-63
5/13/63 Removed "Crater Lake" from Sign No. 20
6/6/62 Revised Sign No. 20 & Supports.
3/62 Deleted R-102-48
1/62 Revised signs 8,10,11 & 13, 17, 18 & 19 for rerouting US 99

APPROVED:
Traffic Engineer Asst.

OREGON STATE HIGHWAY DEPARTMENT
TRAFFIC ENGINEERING DIVISION

SIGNING INSTALLATION
SEVEN OAKS – JACKSON STREET SECTION
PACIFIC HIGHWAY (I5) & (US 99)
JACKSON COUNTY

DATE November 1960

T.E.D. DWG. NO. S-133

FORM E-80X—SOM—7-64 SP*6230-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 30, 1965

SUBJECT: Request for Illumination
Central Point Interchange
Interstate 5

To: L. E. George
Assistant Traffic Engineer
O F F I C E

There is attached correspondence and a suggested draft on the above subject.

The total ramp traffic at this interchange (3,700 ADT) is far above the 1,000 required by the AASHO Guide for rural conditions and above the 3,000 required for suburban conditions. Based upon this and the action that the Bureau has taken in regard to the interchanges at Ashland and Medford, it is not believed that we would experience any difficulty in obtaining Bureau approval of the illumination of this interchange.

The suggested draft to the City is merely for the purpose of clarifying the matter of who pays for power consumption if the Bureau approves illumination at this interchange. Almost all of the interchange is outside of the city limits, and it is questionable that the City charter would permit City officials to pay the power bill. I understand that Jackson County is refusing to pay the power bill for the North and South Ashland Interchanges.

Val Johnson
Traffic Control Engineer

VPJ:ji
Attachment

COUNCIL MEETS
First Tuesday of Each Month

CITY OF CENTRAL POINT

Gateway to CRATER LAKE
CENTRAL POINT
Oregon's Friendliest City

PHONE 664-1201
250 EAST PINE STREET

September 27, 1965

State Highway Department
Traffic Engineers
Salem, Oregon

Gentlemen:

The Mayor and City Council have instructed me to write you requesting traffic lighting at the Highway Interchange at Head Road.

During dark and foggy weather it is almost impossible to spot this Interchange from either direction.

We have street lighting on Pine Street to the intersection of Freeman Road and Head Road and according to Pacific Power & Light Company it is up to standard.

Please advise if this lighting can be had and what steps are necessary to secure.

Yours very truly,

F. W. Mason
City Administrator

FWM

RECEIVED
SEP 29 1965
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

$27,000

S-429(2) Neil Creek Br. on Dead Indian Road 1966

#6946

CIA 3160

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

...IGHWAY DEPARTMENT INVOICE

NO. 92250

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-10-67	00 1078		15-103-297

RECEIVED
AUG 10 1967
ENGINEER
COUNTY & CITY DIVISION

Contract 6946
S-429(2)

Jackson County Court
Courthouse
Medford, Oregon 97501
Attn: Rolf S Carstensen, Engineer

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Final Billing: Neil Creek Bridge Section, FAS 277, covered by agreement dated 12-11-65.			
County advance deposit		3,600.00	
Less amount previously transferred		1,600.00	
			2,000.00
County share of construction		3,238.37	
Less amount previously transferred		1,600.00	
			1,638.37
To be refunded			361.63

ACKNOWLEDGMENT OF BILLING REQUEST

Date _____

By _____

Title _____

NOTED
DON HARWELL

STATE COPY

Monthly transaction number 6-6	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State Oregon
Project report number 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	County Jackson
Modification number 1		Project number S-429(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 10, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 17,630.00	$ 17,590.00
Federal funds	$ 11,100.00	$ 11,150.13
Other revisions		

This modification is made for the following reasons:

Based on Final Voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 31 day of May, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By J. B. Kloberdanz

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.

US COMM-DC 26364-P65

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-92		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
4 # 1116	11-10-66	Jackson
		PROJECT NO.
		S-429(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Neil Creek Bridge on Dead Indian Road, FAS 277.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	2-15-66	0.05
OTHER (Specify)		

FUNDS F.A.P. No. 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 17,630	$ 11,100.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By [signature]

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By [signature]
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. S-429(2)

HEIL CREEK BRIDGE NE

DEAD INDIAN ROAD, FAS 277 in JACKSON COUNTY

Project agreement estimate.

Salem, Oregon, October 28, 1966

Type Code X080
Structure No. 9581 (Sta. 5+88 to Sta. 6+12) (Contract No. 6946)

Shoring, Cribbing, etc.	All Required		$ 2,000.00
Structural Excavation	180 cu.yds.	$ 6.00	1,080.00
Structural Excavation Below Elevation Shown	20 cu.yds.	6.00	120.00
Class "A" Concrete	All Required		5,900.00
48" x 20' to 25' Prestressed Slabs	9 only	500.00	4,500.00
Metal Reinforcement	All Required		2,060.00
Metal Parapet Railing	46 lin.ft.	8.00	368.00
	Subtotal		$16,028.00
	10% Engr. & Cont.		1,602.00
	Total		$17,630.00

Length of Project - - - - - - - - - - - - - - - 0.05 mile

Federal Funds -	$11,100.00
State Funds -	3,265.00
County Funds -	3,265.00
	$17,630.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

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APR 21 1967
FOR FILING
S-429(2)
6946

April 20, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6946 awarded to Ross Bros. Construction, Inc., for construction of the Neil Creek Bridge on FAS 277 in Jackson County was completed on February 9, 1967, and accepted by the Highway Commission on April 19, 1967.

Final payment in the amount of $801.40 will be released to the contractor after April 27, 1967. The total contract amount is $16,094 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ross Bros. Constr., Inc.
359 Apple Blossom Avenue
Salem, Oregon 97303

Mr. Earl D. Bourland
1980 Fairgrounds Road, N.E.
Salem, Oregon 97303

L.H. Young
C.H. Maison
Attn: John Kerr

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APR 20 1967
FOR FILING

S-429(2)

6941

April 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed February 9, 1967, on Contract No. 69.6. The contract was with Ross Brothers Construction, Inc., and was for construction of the Neil Creek Bridge on Dead Indian Road (FAS 277) in Jackson County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 19, 1967, and that you concur in this procedure at the Commission meeting on April 21.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb jw

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Neil Creek Bridge		WEEK ENDING: Feb. 10, 1967
		SECTION PREFIX: 515-1036
HIGHWAY: Dead Indian Road		COUNTY: Jackson
NAME OF JOB: Neil Creek Bridge	KIND OF WORK: Bridge Construction	
CONTRACTOR: Ross Bros. Construction Company	CONTRACT NUMBER: 6946	FEDERAL AID PROJECT NUMBER: S-429(2)
DATE OF CONTRACT: October 27, 1966	DATE WORK STARTED: Nov. 28, 1966	ESTIMATED COMPLETION DATE: Feb. 9, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION: 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 90	CALENDAR DAYS USED 77
PROJECT AUTHORIZATION: $ 18,031.50	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 86%
EXCLUSIVE OF ENGINEERING: $ 16,749.26	ENGINEERING AUTHORIZATION $ 1,282.24	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 16,028.00	ENGINEERING COST TO DATE $	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 4 %	PERCENT OF AUTHORIZATION ____ %	DATE PROJECT WAS COMPLETED: Feb. 9, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

Routing

Morgan M/f
Decker
Bond B
Barbee
Walker W
Glenn
Swan

Pease
Micklock
Trout
Scott
Wills
Litchfield
Olsen

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FEB 16 1967
CONSTRUCTION
DIVISION

EQUIPMENT USED DURING THE WEEK:

2 - 10 yd. Dump Trucks, 1 - HD-6 Dozer, 3 - Pumps

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9581							
PERCENT	100%							

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	5	Fair			
MONDAY	6	Ptly Cldy			
TUESDAY	7	Fair			
WEDNESDAY	8	Fair			
THURSDAY	9	Fair			
FRIDAY	10	Fair			
SATURDAY					

[illegible] Q [illegible]
FEB 17 1967 E

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 5	No activity.
MONDAY 6	No activity.
TUESDAY 7	No activity.
WEDNESDAY 8	Contractor pumping water from around bridge and began backfilling. Leveled excavation material from bridge abutments.
THURSDAY 9	Contractor finished backfilling. Project complete.
FRIDAY	
SATURDAY	

REMARKS

STATUS: Project Complete.

Arvey D. Nelson

SIGNED by Bob Sibo LOCATION ~~Medford~~

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
FEB 23 1967
FOR FILE

FORM E-183

STATE COPY

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

S-429(2)

6946

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 10, 1967

Mr. A.W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on Feb. 9, 1967, on Contract No. 6946, Neil Creek Bridge Section, in Jackson County, in connection with Federal-Aid Project No. S-429(2).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By L. H. Young
L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 2-17-67

Conditions noted on above date:

This project was inspected on 2-15-67 and found to be completed in apparent conformance to plans and specifications.

CTC:

A. W. Parsons
Division Engineer

RECEIVED
FEB 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

By: T. Dec
T. Dec
Engineering Coordinator

Young
2-23-67

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DEC 1 - 1966
FOR FILING

S-429(2)

6946

December 1, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

This is to advise you that work was started on November 28, 1966, on Contract No. 6946, Hail Creek Bridge Section, in Jackson County, in connection with Federal-Aid Project No. S-429(2).

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

JKied

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 89365

DATE	BILLING REQ. NO.	YOUR ORDER NO.
11-1-66	CC 1010	

CREDIT DISTRIBUTION

515-1036-897

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Jackson County

Jackson County Court

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			3,600.00
Partial transfer of advanced deposit for the Hull Creek Bridge Section, Dead Indian Road - FAS 277. Covered by agreement dated October 10, 1966.			1,600.00
To be retained			2,000.00

RECEIVED
NOV - 9 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $_____

By _____

NOTED
R. H. PRANGE

NOTED
[illegible] HEREIN

NOTED
P. B. Arensmeier

NOTED
H. S. COX

NOTED
RICHARD UNREIN

October 13, 1966

Jackson County Court
Courthouse
Medford, Oregon 97501

Gentlemen:

On October 13, 1966, a satisfactory bid was received from Rose Bros. Construction Inc., Salem, for constructing the Reil Creek Bridge Section of FAS 277. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$16,028.00
12½% Engineering & Contingencies	2,003.50
ESTIMATED TOTAL COST.....	$18,031.50

County advance deposit:
20% of $18,031.50 = $3,606.30 or Say $3,600.00

Please make this advance deposit in the amount of $3,600.00 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

HR:mr
cc: Robert J. Carwlessen

NOTED
R. H. PRANGE

NOTED
DON HARWELL

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. N.E., Seattle 5, Washington (A Stock Insurance Company)

BAGLEY-LIPSCOMB-GENERAL INSURANCE

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT Neil Creek Bridge
#4 Dead Indian Road FH: 277

LOCATION Jackson County

OWNER Oregon State Hwy. Dept.

DATE October 13, 1966

ITEM NO.	QUANTITY	DESCRIPTION	BIDDERS: Ross Bros. & Inc Salem $20,734.21	Stack-a-Lo Grants Pass	Oakland Const. Co Grants Pass	OTHER BIDDERS AMOUNT BID
1		L.S. Shoring, Cribbing, Etc.	2,000	3 000	1 950	V Highland Cornelius
2	180	C.Y. Structural Exc.	6 1,080	7	8	$19,880.50
3	20	C.Y. Structural Exc. Below Elev. Shown	6 120	7	12	J. Mathus Roseburg
4		L.S. Cl. "A" Conc.	5900 1500	7,400	7400	$16,578.00
5	9	Only 48" x 20' to 25' Prestressed Slabs	500	5 40	400	Vatzer Medford
6		L.S. Metal Reinforcement	2060	2 000	1800	$17,795
7	46	L.F. Metal Parapet Railing	8 368	9	8	FL Sours Med.
			16,028			$17,630
						Reynolds No sign Vancouver
						$
						$
						$

9-403 R4 7/60

Bond with GENERAL

PRINTED IN U.S.A.

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DEC 14 1966

FOR FILING
S-429(3)
6142

Bid out B

October 27, 1966

[illegible]
[illegible]
Salem, Oregon 97310

Gentlemen:

The State Highway Commission on October 19, 1966, accepted your proposal for structure #1 the Salt Creek Bridge on the Dead Indian Road (FAS 477) in Jackson County for the sum of $16,0[illegible] and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been fulfilled.

Those conditions have been satisfied and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6946. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The working count on this contract will begin as defined in the contract under Section 8.

Very truly yours,

Lloyd Auer, Secretary
[illegible] State Highway Commission

gs
Enclosures (3)
cc: Pac. Bldr. & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle and Portland
Frank Morgan
L. H. Young
I. D. Merchant
C. D. Matthis (SIAC)
L. R. Chandler
Avery Nelson

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OCT 24 1966
FOR FILING
6946

October 20, 1966

MISC. CONTRACTS and AGREEMENTS No. 3160

Jackson County Court
Courthouse
Medford, Oregon

Gentlemen:

We are enclosing a fully executed copy of a Construction Finance Agreement covering the Neil Creek Bridge on the Dead Indian Road in Jackson County.

A fully executed copy of this agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

lmb
Enclosure

cc: Mr. H. S. Cox
Attn: Mr. Don Harwell
(Conformed Copy)

Salem, Oregon
September 27, 1966

NOTED
P. B. Arensmeier

Hall Creek Bridge
FAS 277, Jackson County

Mr. D. H. Hoehring
Right of way Engineer

NOTED
H. S. COX

NOTED
RICHARD UNREIN

Attention: John Oakes

There is no additional right of way required for the subject Project.

Verne R. Jones, Planning Engineer
County and City Division

VRJ:mw

NOTED
V. R. JONES

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
DON HARWELL

11

May 11, 1966
(date)

REFERRED TO
H S Cox
BY SECRETARY

NOTED
R. H. PRANGE

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 277

Section Neil Creek Bridge; Structure; FAS-C

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

NOTED
RICHARD UNREIN

RECEIVED
MAY 1[illegible]
ENGINEER
COUNTY & CITY DIVISION

(date)

By Carl M. Mill

By Edward E Zaber
Commissioner

By Kenneth Jones
Commissioner

Copy to F L Young
Attention D. Kellogg

FAS 277
Jackson County

BOARD MEMBERS

WILLIAM F. MADDRON, EUGENE, CHAIRMAN
ROBERT E. VEATCH, KLAMATH FALLS
VICE-CHAIRMAN
ALVA C. GOODRICH, BEND
JOHN Y. LANSING, PORTLAND
ROGER LOENNIG, HAINES

STATE OF OREGON
BOARD OF AERONAUTICS
3040 25TH STREET S.E.
SALEM 97310

NOTED
H. S. COX

April 18, 1966

NOTED
R. H. PRANGE

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Department
Salem, Oregon

Dear Mr. Cox:

This is to confirm a telephone conversation between Bob Prange of your division and myself, concerning the Ashland Airport project and the bridge structure across the relocated Neil Creek and Dead Indian Road. FAS 277

The Board of Aeronautics, acting as agent for the City of Ashland, has received notification of tentative allocation of funds from Federal Aviation Agency for the Ashland Airport.

Plans and specifications for the airport project have been prepared by CH2M and submitted to FAA for their approval prior to bidding. We have received preliminary verbal approval of the plans and specifications, but will not receive final approval until all of the titles of land required for construction have been cleared of all exceptions. This is being accomplished, so final approval from FAA could be received in the next two or three weeks. The project will be immediately advertised upon receipt of this approval.

There is no question of the airport project being accomplished this summer, as soon as the few technicalities are cleared up.

Mr. Prange stated the bridge construction contractor would probably be authorized to proceed with construction on or about June 10, 1966. If the airport project is not underway by that time, the channel under the bridge will have to be excavated under a separate job. This would present no problem.

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APR 2 ...
ENGINEER
...TY & CITY DIVISION

Sincerely,
ROBERT W. DUNN, Director
Roger Ritchey
Roger G. Ritchey
Administrative Services
1394

ep
cc: Mr. Vaughn Sterling
Mr. Bob Ayre

NOTED
R. H. PRANGE
Hooker
CC: I. D. Merchant - V.G. Oneil

Commissioners
J. Pat Metke, Bend
Chairman
Wayne E. Phillips, Baker
Vice-Chairman
John P. Amacher, Winchester
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

S-429(2)

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S W ALDER STREET
PORTLAND

Routing
Morgan
Docker
Bond
Barboe
Glenn
Swan

Pass
Morelock
Trout
Scott
Wills
Litchfield
Olson

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FEB 25 1966
CONSTRUCTION DIVISION

February 24, 1966

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. F. D. Morgan

Dear Sir:

We are replying to your letter of January 7, 1966 which enclosed prospectuses for location surveys on the following projects:

1. 16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County.
2. Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County.
3. Powder River Bridge Section, McDougall Lane, FAS 506, Baker County.
4. Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County.

The Coquille-Fairview Road crossing of Cunningham Creek must have a bridge, or a culvert which will satisfactorily pass anadromous fish. The channel change should be constructed to maintain suitable gradient for passage.

On the Neil Creek Bridge Section, we do not anticipate any problems other than with possible excessive siltation from the channel change. The channel should be completed before water is turned into the new channel.

Our only comment on Powder River Bridge Section, FAS 506, is that siltation should be kept to a minimum.

Willow Creek and the Grande Ronde River have steelhead and salmon spawning runs which are present early in the year. Construction which would cause siltation should not begin before June 15.

We appreciate the opportunity to offer our recommendations for fish-life protection on these projects.

-25-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

ROK/dm
cc: Director OFC

Very truly yours,

P. W. SCHNEIDER
DIRECTOR
By R. O. Koski
R. O. Koski
Chief of Liberations

RECEIVED
FEB 21 1966

COMMISSIONERS:
HERMAN P. NEIER JURGEN, CHAIRMAN, BEAVERTON
EDW. G. HUFFSCHMIDT, PORTLAND
LEONARD N. HALL, CHARLESTON

FOR FILING
S-427(2)
6946

STATE OF OREGON
FISH COMMISSION OF OREGON
307 STATE OFFICE BLDG., 1400 S. W. 5TH AVENUE
PORTLAND 97201

February 18, 1966

Mr. Forrest Cooper
State Highway Engineer
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Mr. Cooper:

The following prospectuses transmitted by your letter dated January 7, 1966 have been examined:

16th Street-Coos Bay-Roseburg Highway Section, Coquille-Fairview Road, Coos County
Neil Creek Bridge Section, Dead Indian Road, FAS 277, Jackson County
Powder River Bridge Section, McDougall Lane, FAS 506, Baker County
Lower Willow Creek Bridge Section, Courtney Lane, FAS 919, Union County

Cunningham Creek in Coquille has substantial runs of salmon. Fish passage must be maintained. We would appreciate reviewing the advance plans prior to contract time. The channel change may require boulder placement because of grade or length.

On the FAS 277, we concur with the comments of the Oregon State Game Commission in anticipating no conflict.

We also anticipate no fishery problems regarding FAS 506 and 919, Addendum "A".

Sincerely,

Edw. K. Neubauer

EDW. K. NEUBAUER
DIRECTOR OF ENGINEERING

cc: Oregon State Game Commission
2-24-66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (4)
T. C. Roake
J. E. Morelock
L. R. Chandler (4)
A. F. Parson (4)

fp

Routing

Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan
Puaca
Morelock
Trout
Scott
Wills
Litchfield
Olson

RECEIVED
FEB 21 1966
CONSTRUCTION
DIVISION

February 2, 1966
(date)

NOTED
RICHARD UNREIN

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
R. H. PRANCE

Mr. Robert J. Carstensen
Jackson County Engineer
Courthouse
Medford, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 277

Section Neil Creek Bridge: Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

RECEIVED
FEB 15 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED

February 11, 1966.
(date)

By _____
Judge

By Howard E Taber
Commissioner

By Rodney Keating
Commissioner

Copy to Attorney
attention Judge Riding

MEMO TO R. N. CHASE Date February 1, 1966

FAS 277, JACKSON COUNTY: NEIL CREEK BRIDGE SECTION

TERMINI: Bridge over Neil Creek 2.4 miles east of Ashland.

PROPOSED WORK: Construct RCDG bridge.

NOTED
DON HARWELL

PROJECT LENGTH: 0.0045 miles.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$16,000	$9,600	$3,200	$3,200	

EXISTING FACILITIES: Double 8' X 10' reinforced concrete box culvert on abandoned location.

ADJACENT SECTIONS:
NORTH/[redacted] END: 24' bituminous surface, 4' shoulders.

SOUTH/[redacted] END: 24' bituminous surface, 4' shoulders.

PROJECT DATA: Construct a RCDG bridge over the relocated channel of Neil Creek. The bridge will be 24' long and will have a roadway of 32'. The stream channel is being relocated to provide for the extension of the runway of the Ashland Airport.

RIGHT-OF-WAY: 60' minimum.
ACCESS CONTROL: None.

RR XING: None.
MINIMUM DESIGN STANDARDS: No exceptions.

SYSTEM ACTION None required.
PUBLIC HEARING: None required.

UNUSUAL OR COMPLICATED SITUATIONS: New channel will be constructed by the Airport Authority and a detour will be constructed by the County.

ROUTE DATA: See FAS Project S-429(1).

VRJ:mm

NOTED
V. R. JONES

DISCARDED
JAN 13 1966
FOR FILING
3-427(2)
6446

1-6-66

Prefix No. 515-1462

LOCATION PROSPECTUS
NEIL CREEK BRIDGE SECTION
DEAD INDIAN ROAD, FAS 277
JACKSON COUNTY

NOTED
R. L PORTER

HIGHWAY: Dead Indian Road, Federal-aid Secondary No. 277.

TERMINI: The structure site is where the Dead Indian Road (FAS 277) crosses Neil Creek which point is approximately 0.25 mile northerly of the intersection of the Green Springs Highway and Dead Indian Road.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimates for the replacement of an existing bridge which is necessitated by the planned extension of the Ashland Airport and the construction of a channel change for Neil Creek. The State will do some minor field work, make foundation tests, design and construct the structure. The County will construct the bridge approaches and provide a detour during construction. No additional right of way will be needed. A State reconnaissance will not be made. Soils investigations will be made. An economic analysis is not needed. This is a FAS-C bridge replacement project using 1966 funds.

CHARACTERISTICS: Existing ADT 600; projected ADT 1,080.

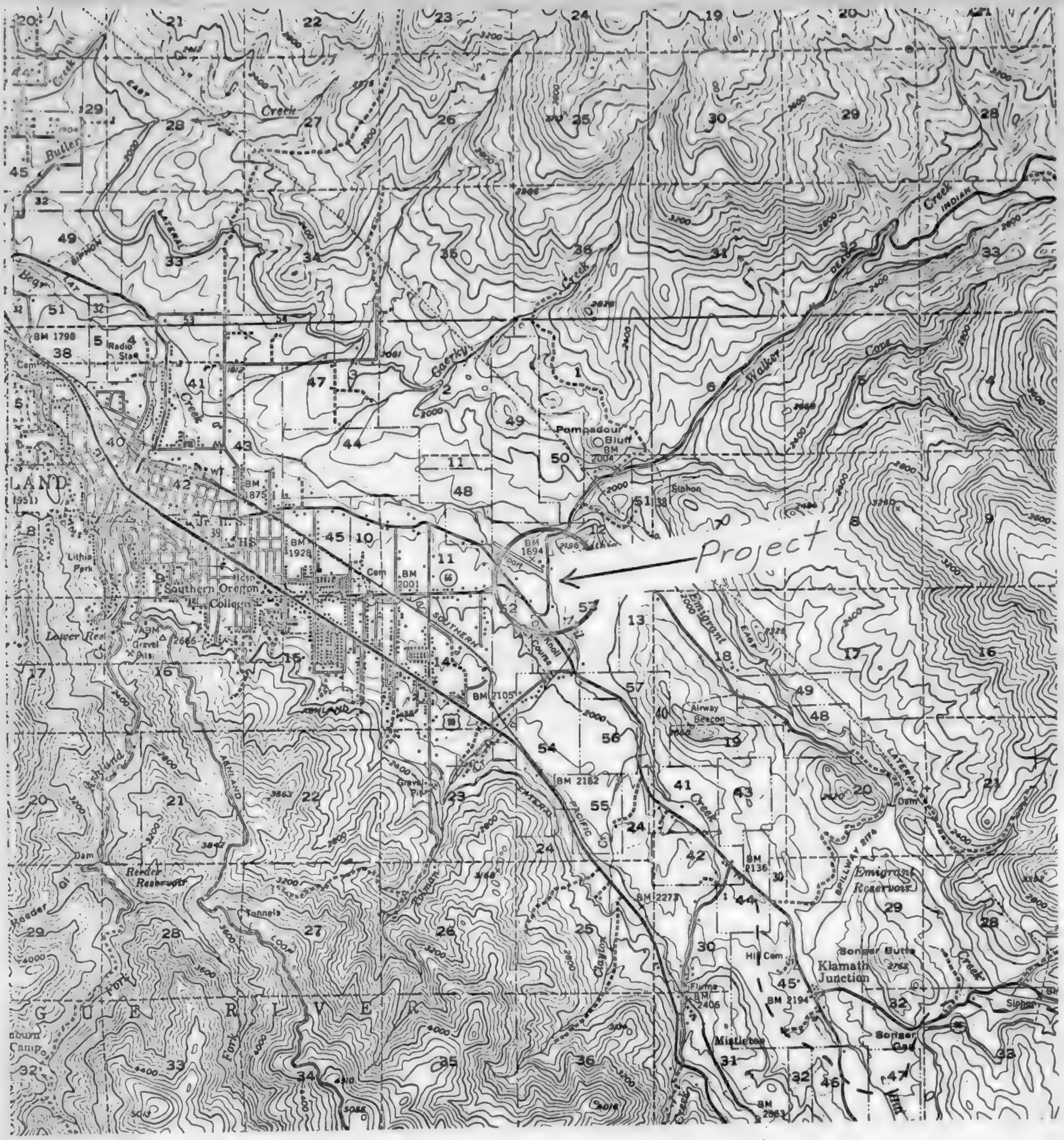
TYPICAL SECTION: Two 12-foot travel lanes with 4-foot shoulders.

BRIDGE: The County requests a structure with a 32-foot horizontal width and no sidewalks.

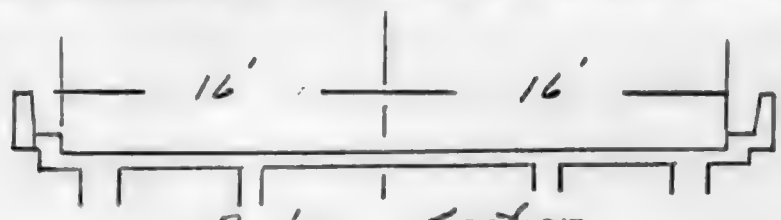
AGREEMENTS: An FAS-C agreement with Jackson County will be necessary.

January 6, 1966
Attachment
cc: A. W. Parsons (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
L. R. Chandler (3)
Mark Astrup
R. N. Chase
H. S. Cox
F. B. Crandall
Frank Hall
E. S. Hunter
O. B. Jackmond
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Phil Preston (2)
Jack Rowland
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

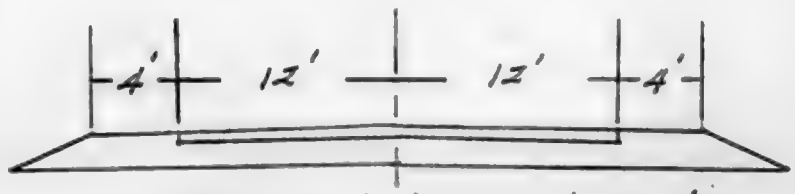
RECEIVED
JAN 11 1966
OFFICE OF
STATE



Prospectus Map
Neil Creek Bridge Section
FAS 277
Jackson County
1965



Bridge Section



Approach Typical Section

RECEIVED
DEC 6 1963
FOR FILING

December 6, 1963

Oregon State Highway Commission

Gentlemen:

Attached is a tabulation describing a proposed project in Jackson County. This project has been investigated and is eligible for the use of Federal-aid Secondary Funds. The total FAS Fund required is $28,000, of which approximately $4,000 is the cost to the State.

This matter will be on the agenda for your consideration at the December 19 meeting and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Emery
H. L. Porter
F. B. Klabee
Victor D. Wolfe
L. M. Young
F. D. Morgan
C. M. Maimen
N. S. Cox

VRJ:mm fm

RECEIVED
DEC 8 - 1965
FOR FILING
S-429(2)
6446

December 6, 1965

Oregon State Highway Commission

Gentlemen:

Attached is a tabulation describing a proposed project in Jackson County. This project has been investigated and is eligible for the use of Federal-aid Secondary Funds. The total FAS Fund required is $20,000, of which approximately $4,000 is the cost to the State.

This matter will be on the agenda for your consideration at the December 14 meeting and I recommend that it have your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

Attach.

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
F. D. Morgan
C. H. Maison
H. S. Cox

VRJ:mm fn

PROPOSED FISCAL YEARS 1966 and 1967 COU[illegible]

County	FAS	Section & Description	Programmed Amount	FAS Funds
Jackson	277	Neil Creek Bridge. Structure.	$20,000	1966

SUMMARY BY FISCAL YEARS	1966	Estimated 1967	Total
Allocated Funds	$3,952,000	$3,953,000	$7,905,000
Approved Funds (Corrected to date)	3,471,000	--	3,471,000
Unprogrammed Balance	$ 481,000	$3,953,000	$4,434,000
Projects Proposed 12/14/65	20,000	---	20,000
Unprogrammed Balance	$ 461,000	$3,953,000	$4,414,000

Copy for minutes

65-1
12/2/65

JACKSON COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 277, Dead Indian Road: Neil Creek Bridge, $20,000.

Due to a planned extension of the Ashland Airport it will be necessary to construct a channel change for Neil Creek which will necessitate a new structure on the FAS route. The contract for the airport construction will be let early in January and the bridge contract should therefore be let as soon as possible. The airport contract will include the excavation for the channel change and riprap within the county road right-of-way. The survey for the site will be provided by the airport engineers.

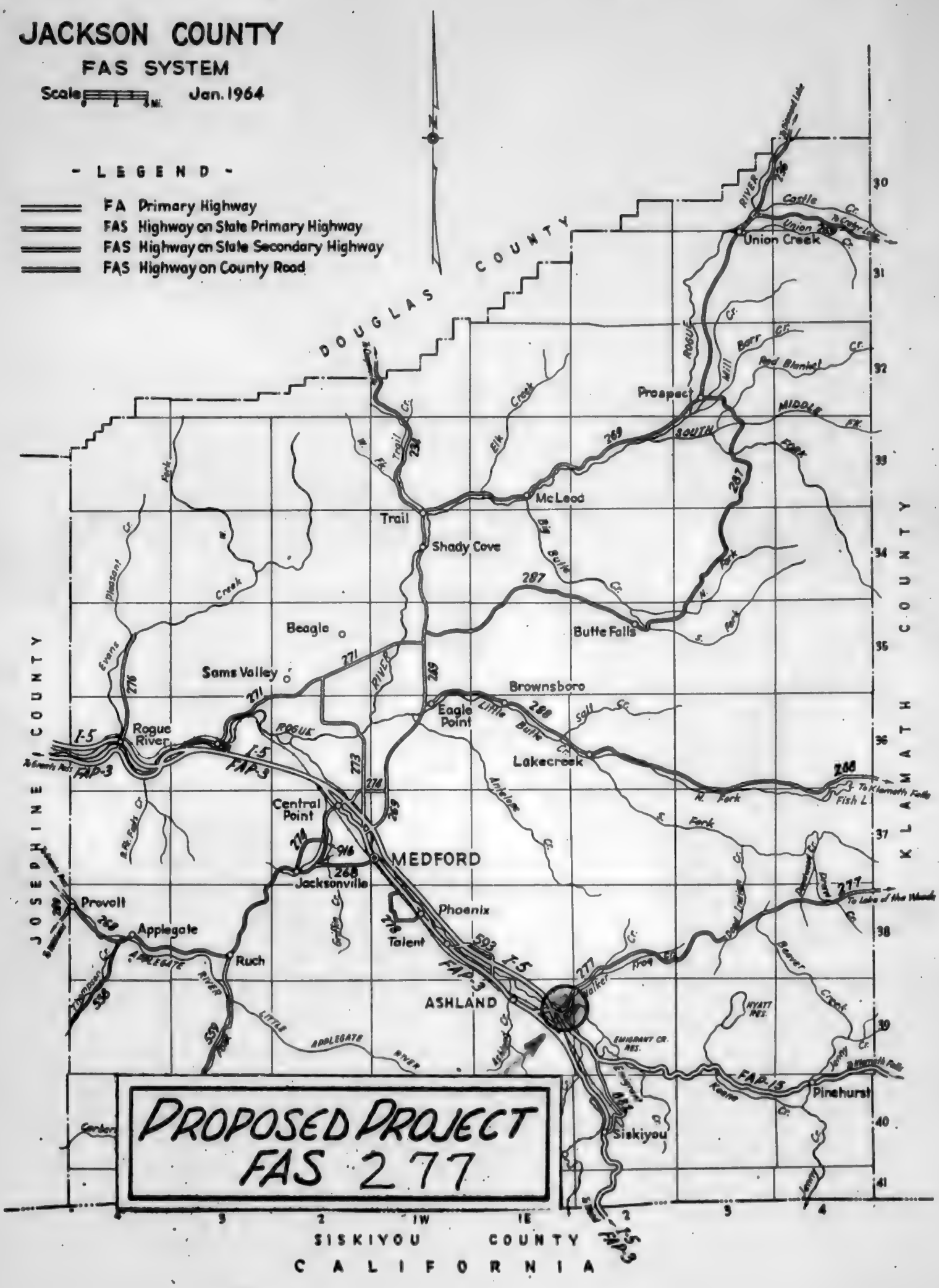
JACKSON COUNTY

FAS SYSTEM

Scale 0 1 2 3 Mi. Jan. 1964

- LEGEND -

- FA Primary Highway
- FAS Highway on State Primary Highway
- FAS Highway on State Secondary Highway
- FAS Highway on County Road



BRIDGE PROJECT REQUESTED BY Jackson COUNTY Date December 1, 1965

Is this to be a County project? ___Yes ___No

Is this to be an FAS-C project? X Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Dead Indian County Road

   FAS Number ~~277~~ 15-500

2. Name of river or stream Neil Creek

3. Name of bridge Neil Creek Bridge

4. Location (Please attach map with location marked):

   Section 12 Township 39 S. 39 S Range 1 E. / E W.M.

5. Desired width of bridge 32'

6. Are sidewalks desired? ___Yes X No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes ___No.

    If "Yes," explain type desired: ~~[illegible]~~

    DECK GIRDER (STEEL)

11. Will County furnish any materials for bridge? ___Yes X No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes ___No

13. Will County run survey and furnish vicinity map? ___Yes X No

14. Will County furnish foundation data? ___Yes X No

ccr-61-a

*15. Does County wish State Highway Department to make foundation tests at County expense? ___Yes ___No

16. Can road be closed during construction? ___Yes X No

17. Will detour be required? X Yes ___No

18. Will detour be constructed and maintained by County? X Yes ___No

19. Will detour be constructed and maintained by contractor? ___Yes X No

20. Will County construct approaches or connections? X Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes X No

22. State width of traveled roadway: 24' Width of shoulders: 4'

23. Will additional right-of-way be required? ___Yes X No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ____, resolution____?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes ___No

26. Will old bridge remain in place? X Yes ___No

27. Will old bridge be removed by contractor? ___Yes X No

28. Will old bridge be removed by County? ___Yes X No

29. Does County wish old bridge salvaged for future use? ___Yes X No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ___Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? X Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes X No

33. Does County wish complete job of illumination in project? ___Yes X No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes _X_ No Size_____

(b) Sanitary sewer mains: ___Yes _X_ No Size_____

(c) Storm sewer: ___Yes _X_ No Size_____

(d) Gas mains: ___Yes _X_ No Size_____

(e) Power lines: ___Yes _X_ No

(f) Telephone lines: ___Yes _X_ No

(g) Other utilities? _____

35. What is desired date for letting? MARCH 8, 1966

Remarks CHANNEL WILL BE COMPLETED BY MARCH 1, 1966. ALSO DETOUR.

By _____

By _____

I-5-1(65) North & East Grants Pass 1966
56 Interch. Sec., 2 units, on
6947 Pac. Hwy. (Roadside imp.)

Monthly transaction number	PR-2A (10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
10-78		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
12		Josephine
Modification number	(PPM 21-7) 10-1-68	Project number
2		I-5-3(65)56

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 10, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 290,957	$ 293,496
Federal funds	$ 268,400.00	$ 270,080.38
Other revisions		

This modification is made for the following reasons:

Based on final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of October, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Klabo

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Monthly transaction number: 9-17	FOR (RE) I-2A -65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	Oregon
Project report number: 9	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT** (PPM 24-7) 11-24-67	County: Josephine County
Modification number: 1		Project number: I-5-1(65)56

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on November 10, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 267,186	$ 290,957
Federal funds	$ 246,400.00	$ 268,400.00
Other revisions		

This modification is made for the following reasons:

Revised estimate due to increase in construction cost.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 14 day of August, 1967.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Kuhn

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-D C 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(65)56

N. & E. GRANTS PASS INTERCHANGE SECTION

ON THE PACIFIC HWY. IN JOSEPHINE COUNTY

Revised project agreement estimate to include increase in construction cost.

Salem, Oregon, August 4, 1967

Type Code Y006
Roadside Improvement (Sta. 1197+00 to Sta. 1220+00)(Sta. 154+00 to Sta. L171+00)
(Contract 6947)

Subtotal on previous est. of 10-26-66			$242,896.41
Previous Estimate			
Furnishing and Placing Topsoil	18,760 cu.yd.	$ 1.85	$ 34,706.00
Furnishing and Planting Shrubs	7,900 only	3.78	29,862.00
Manure Fertilizer	3,600 cu.yd.	6.00	21,600.00
2-1/2-inch Steel Water Pipe	2,400 lin.ft.	2.10	5,040.00
			$ 91,208.00
Revised Estimate			
Furnishing and Placing Topsoil	24,742 cu.yd.	1.85	$ 45,772.70
Furnishing and Planting Shrubs	8,873 only	3.78	33,539.94
Manure Fertilizer	4,102 cu.yd.	6.00	24,612.00
2-1/2-inch Steel Water Pipe	4,235 lin.ft.	2.10	8,893.50
			$112,818.14
		Net Increase	$ 21,610.14
		Subtotal	$264,506.55
		10% Engr. & Cont.	26,450.45
		Total	$290,957.00

Length of Roadway - - - 0.00 miles

Federal Funds	$268,400.00
State Funds	22,557.00
	$290,957.00

State Funds For Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds For Maint.: Chap. 529, Laws 1939.

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.

MONTHLY TRANSACTION NO.	FORM PR-2 (Rev. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-87		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
4 6947	11-10-66	Josephine
		PROJECT NO. I-5-1(65)56

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

North and East Grants Pass Interchange Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 267,186	$ 246,400.00

Add'l data 92.25

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Mabee

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Mgr.

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(65)56

NORTH AND EAST GRANTS PASS INTERCHANGE SECTION

ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Project agreement estimate.

Salem, Oregon, October 26, 1966

Type Code X003
Roadside Improvement (Sta. 1197+00 to Sta. 1220+00) (Sta. 154+00 to Sta. L 171+00)
(Contract No. 6947)

Embankment in Place	290	cu.yd.	$ 2.50	$ 725.00
Furnishing and Placing Topsoil	18,760	cu.yd.	1.85	34,706.00
Motor Grader	20	hour	18.00	360.00
Tractor	24	hour	21.00	504.00
3/4" - 0 Material in Stone Leveling Course	110	cu.yd.	22.50	2,475.00
1 1/2" - 1/2" White Rock	50	cu.yd.	30.00	1,500.00
Class "C" Asphalt Concrete	310	ton	30.00	9,300.00
Lawn Construction	9	acre	1,500.00	13,500.00
Furnishing and Planting Trees	120	only	11.30	1,356.00
Furnishing and Planting Shrubs	7,900	only	3.78	29,862.00
Furnishing and Planting Vines, State Hybrid Bearberry	18,700	only	0.47	8,789.00
Furnishing and Planting Vines, St. Johnswort	40,700	only	0.36	14,652.00
Furnishing and Planting Vines, Pointreyes Ceanothus	85	only	0.53	45.05
Grass Seed Mixture	1,560	lb.	0.85	1,326.00
Inorganic Fertilizer	120	cwt.	6.50	780.00
Organic Fertilizer	150	cwt.	6.50	975.00
Manure Fertilizer	3,600	cu.yd.	6.00	21,600.00
Mulch	9	acre	810.00	7,290.00
1/2-inch Steel Water Pipe	2,700	lin.ft.	0.69	1,863.00
3/4-inch Steel Water Pipe	2,400	lin.ft.	0.78	1,872.00
1-inch Steel Water Pipe	8,400	lin.ft.	0.90	7,560.00
1 1/4-inch Steel Water Pipe	7,800	lin.ft.	1.07	8,346.00
1 1/2-inch Steel Water Pipe	4,900	lin.ft.	1.10	5,390.00
2-inch Steel Water Pipe	6,700	lin.ft.	1.20	8,040.00
2 1/2-inch Steel Water Pipe	2,400	lin.ft.	2.10	5,040.00
3-inch Steel Water Pipe	1,300	lin.ft.	2.60	3,380.00
4-inch Steel Water Pipe	3,000	lin.ft.	3.45	10,350.00
2-inch Electric Conduit	310	lin.ft.	2.55	790.50
2 1/2-inch Electric Conduit	400	lin.ft.	3.05	1,220.00
3-inch Gate Valve	1	only	169.50	169.50
1 1/4-inch Automatic Section Valves	2	only	41.05	82.10
1 1/2-inch Automatic Section Valves	54	only	44.82	2,420.28
2-inch Automatic Section Valves	10	only	51.97	519.70
3/4-inch Quick-Coupling Hose Valves	220	only	5.75	1,265.00

1/2-inch Manual Drain Valves	180 only	$ 9.05	$ 1,629.00
2-inch Vacuum Breaker Valves	2 only	154.00	308.00
2 1/2-inch Automatic Master Valves	1 only	94.38	94.38
2-inch Pressure Reducing Valves	6 only	114.85	689.10
Pop-up Rotary Sprinkler Heads	280 only	28.70	8,036.00
6-Section Automatic Controller	2 only	1,703.56	3,407.12
9-Section Automatic Controller	1 only	1,703.56	1,703.56
13-Section Automatic Controller	1 only	1,714.12	1,714.12
Shrubbery Sprinkler Heads	570 only	1.53	872.10
Electrical Supply System	All Required		2,250.00
Intake Sump and Pump House, Complete	All Required		5,050.00
10 HP Pumping Installation	All Required		654.45
North Interchange Pump House	All Required		4,600.00
7 1/2 HP Booster Pump Installation	All Required		725.45
			$239,786.41
Flagging (57½ of Contractor's Cost)	All Required		$ 300.00
Water Meter	All Required		1,430.00
Water	All Required		1,130.00
Electric Power	All Required		250.00
			$ 3,110.00
	Subtotal		$242,896.41
	10% Engr. & Cont.		24,289.59
	Total		$267,186.00

Length of Roadway - - - - - 0.00 Mile

Federal Funds -	$246,400.00
State Funds -	20,786.00
Total	$267,186.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

H. AND E. GRANTS PASS INTERCHANGE

STATE WORK

Portable Sprinklers	10 only	$14.82	$148.20
Rubber Hose	6 only	15.00	90.00
			$238.20

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(65)56

NORTH AND EAST GRANTS PASS INTERCHANGE SECTION

ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

PS & E estimate.

Salem, Oregon, September 15, 1966

Type Code Y003
Roadside Improvement (Sta. 1197+00 to Sta. 1220+00)(Sta. 154+00 to Sta. L 171+00)

Embankment in Place	290	cu.yds.	1.75	$ 507.50
Furnishing & Placing Topsoil	18,760	cu.yds.	3.00	56,280.00
Motor Grader	20	hours	17.50	350.00
Tractor	24	hours	16.00	384.00
3/4" - 0 Material in Stone Leveling Course	110	cu.yds.	3.50	385.00
1½"-½" White Rock	180	cu.yds.	6.00	1,080.00
Class "C" Asphalt Concrete	310	tons	10.00	3,100.00
Lawn Construction	9	acres	1,300.00	11,700.00
Furnishing & Planting Trees	120	only	10.00	1,200.00
Furnishing & Planting Shrubs	7,900	only	3.50	27,650.00
Furnishing & Planting Vines, State Hybrid Bearberry	18,700	only	0.40	7,480.00
Furnishing & Planting Vines, St. Johnswart	40,700	only	0.30	12,210.00
Furnishing & Planting Vines, Pointreyes ceanothus	85	only	0.50	42.50
Grass Seed Mixture	1,560	lbs.	0.80	1,248.00
Inorganic Fertilizer	120	cwt.	6.00	720.00
Organic Fertilizer	150	cwt.	6.00	900.00
Manure Fertilizer	3,600	cu.yds.	6.50	23,400.00
Mulch	9	acres	900.00	8,100.00
½-inch Steel Water Pipe	2,700	lin.ft.	0.45	1,215.00
3/4-inch Steel Water Pipe	2,400	lin.ft.	0.70	1,680.00
1-inch Steel Water Pipe	8,400	lin.ft.	0.75	6,300.00
1¼-inch Steel Water Pipe	7,800	lin.ft.	0.85	6,630.00
1½-inch Steel Water Pipe	4,900	lin.ft.	0.95	4,655.00
2-inch Steel Water Pipe	6,700	lin.ft.	1.50	10,050.00
2½-inch Steel Water Pipe	2,400	lin.ft.	2.00	4,800.00
3-inch Steel Water Pipe	1,300	lin.ft.	3.00	3,900.00
4-inch Steel Water Pipe	3,000	lin.ft.	6.50	19,500.00
2-inch Electric Conduit	310	lin.ft.	3.50	1,085.00
2½-inch Electric Conduit	400	lin.ft.	6.00	2,400.00
3-inch Gate Valve	1	only	70.00	70.00
1¼-inch Automatic Section Valves	2	only	49.00	98.00
1½-inch Automatic Section Valves	54	only	58.00	3,132.00
2-inch Automatic Section Valves	10	only	75.00	750.00
3/4-inch Quick-coupling Hose Valves	220	only	10.00	2,200.00
½-inch Manual Drain Valves	180	only	10.00	1,800.00

2-inch Vacuum Breaker Valves	2 only	35.00	$ 70.00
2½-inch Automatic Master Valves	1 only	120.00	120.00
2-inch Pressure Reducing Valves	6 only	200.00	1,200.00
Pop-up Rotary Sprinkler Heads	280 only	35.00	9,800.00
6-Section Automatic Controller	2 only	900.00	1,800.00
9-Section Automatic Controller	1 only	1,500.00	1,500.00
13-Section Automatic Controller	1 only	2,100.00	2,100.00
Shrubbery Sprinkler Heads	570 only	1.50	855.00
Electrical Supply System	All Required		1,400.00
Intake Sump & Pump House, Complete	All Required		4,000.00
10HP Pumping Installation	All Required		2,500.00
North Interchange Pump House	All Required		1,000.00
7½HP Booster Pump Installation	All Required		2,500.00
			$ 255,847.00
Flagging (57½% of Contractor's Cost)	All Required		$ 300.00
	Subtotal		$ 256,147.00
	10% Engr. & Cont.		25,614.00
	Total		$ 281,761.00

Length of Roadway 0.00 mile

Work Retained in Program Status

Water Meter	All Required		$ 1,000.00
Water	All Required		1,130.00
Electric Power	" "		250.00
	Subtotal		$ 2,380.00
	10% Engr. & Cont.		238.00
	Total		$ 2,618.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadside Improvement	$ 281,761.00	$ 259,000.00	$ 22,761.00
Retained in Program Status	2,618.00	2,400.00	218.00
Total	$ 284,379.00	$ 261,400.00	$ 22,979.00

N. & E. Grants Pass Interchanges

State Work

Portable Sprinklers	10 only	15.00	$ 150.00
Rubber Hose	6 only	20.00	120.00
	Total		$ 270.00

TELEPHONE 476-6641

POST OFFICE BOX 771

CITY OF GRANTS PASS

CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

September 14, 1966

Mr. Mark H. Astrup
Landscape Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

The estimated cost of a 3" water meter to serve roadside improvement at the North Grants Pass Interchange has been determined to cost $1,430. This is an estimated cost and billing will be done on the actual cost of construction. The above estimate is for the installation of the 3" compound meter.

Very truly yours,

Roy W. Norton
Director of Public Works

RWN/so

Oregon State Highway Department

Federal-Aid
Project No. I-5-1(65)56

NORTH AND EAST GRANTS PASS INTERCHANGE SECTION

ON THE PACIFIC HIGHWAY IN JOSEPHINE COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, October 6, 1966

Type Code X003
Roadside Improvement (Sta. 1197+00 to Sta. 1220+00) (Sta. 154+00 to Sta. L 171+00)

Embankment in Place	290	cu.yd.	$ 1.75	$ 507.50
Furnishing and Placing Topsoil	18,760	cu.yd.	3.00	56,280.00
Motor Grader	20	hour	17.50	350.00
Tractor	24	hour	16.00	384.00
3/4" - 0 Material in Stone Leveling Course	110	cu.yd.	3.50	385.00
1 1/2" - 1/2" White Rock	50	cu.yd.	35.00	1,750.00
Class "C" Asphalt Concrete	310	ton	10.00	3,100.00
Lawn Construction	9	acre	1,300.00	11,700.00
Furnishing and Planting Trees	120	only	10.00	1,200.00
Furnishing and Planting Shrubs	7,900	only	3.50	27,650.00
Furnishing and Planting Vines, State Hybrid Bearberry	18,700	only	0.40	7,480.00
Furnishing and Planting Vines, St. Johnswort	40,700	only	0.30	12,210.00
Furnishing and Planting Vines, Pointreyes Ceanothus	85	only	0.50	42.50
Grass Seed Mixture	1,560	lb.	0.80	1,248.00
Inorganic Fertilizer	120	cwt.	6.00	720.00
Organic Fertilizer	150	cwt.	6.00	900.00
Manure Fertilizer	3,600	cu.yd.	6.50	23,400.00
Mulch	9	acre	900.00	8,100.00
1/2-inch Steel Water Pipe	2,700	lin.ft.	0.45	1,215.00
3/4-inch Steel Water Pipe	2,400	lin.ft.	0.70	1,680.00
1-inch Steel Water Pipe	8,400	lin.ft.	0.75	6,300.00
1 1/4-inch Steel Water Pipe	7,800	lin.ft.	0.85	6,630.00
1 1/2-inch Steel Water Pipe	4,900	lin.ft.	0.95	4,655.00
2-inch Steel Water Pipe	6,700	lin.ft.	1.50	10,050.00
2 1/2-inch Steel Water Pipe	2,400	lin.ft.	2.00	4,800.00
3-inch Steel Water Pipe	1,300	lin.ft.	3.00	3,900.00
4-inch Steel Water Pipe	3,000	lin.ft.	6.50	19,500.00
2-inch Electrical Conduit	310	lin.ft.	3.50	1,085.00
2 1/2-inch Electrical Conduit	400	lin.ft.	6.00	2,400.00
3-inch Gate Valve	1	only	70.00	70.00
1 1/4-inch Automatic Section Valves	2	only	49.00	98.00
1 1/2-inch Automatic Section Valves	54	only	58.00	3,132.00

2-inch Automatic Section Valves	10 only	$ 75.00	$ 750.00
3/4-inch Quick-Coupling Hose Valves	220 only	10.00	2,200.00
1/2-inch Manual Drain Valves	180 only	10.00	1,800.00
2-inch Vacuum Breaker Valves	2 only	35.00	70.00
2 1/2-inch Automatic Master Valves	1 only	120.00	120.00
2-inch Pressure Reducing Valves	6 only	200.00	1,200.00
Pop-up Rotary Sprinkler Heads	280 only	35.00	9,800.00
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13-Section Automatic Controller	1 only	2,100.00	2,100.00
Shrubbery Sprinkler Heads	570 only	1.50	855.00
Electrical Supply System	All Required		1,400.00
Intake Sump & Pump House, Complete	All Required		4,000.00
10 HP Pumping Installation	All Required		2,500.00
North Interchange Pump House	All Required		1,000.00
7-1/2 HP Booster Pump Installation	All Required		2,500.00
			$256,517.00
Flagging (57½% of Contractor's Cost)	All Required		300.00
	Subtotal		$256,817.00
	10% Engr. & Cont.		25,681.00
	Total		$282,498.00

Length of Roadway - - - - 0.00 Mile

Work Retained in Program Status

Water Meter	All Required	$ 1,430.00
Water	All Required	1,130.00
Electric Power	All Required	250.00
	Subtotal	$ 2,810.00
	10% Engr. & Cont.	281.00
	Total	$ 3,091.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadside Improvement	$282,498.00	$260,600.00	$ 21,898.00
Retained in Program Status	3,091.00	2,850.00	241.00
Total	$285,589.00	$263,450.00	$ 22,139.00

NORTH AND EAST GRANTS PASS INTERCHANGE SECTION

State Work

Portable Sprinklers	10 only	$15.00	$150.00
Rubber Hose	6 only	20.00	120.00
			$270.00

TELEPHONE 476-6641

POST OFFICE BOX 771

CITY OF GRANTS PASS

CITY HALL • FOURTH AND H STREETS
GRANTS PASS, OREGON 97526

September 14, 1966

Mr. Mark H. Astrup
Landscape Engineer
State Highway Department
Salem, Oregon 97310

Dear Sir:

The estimated cost of a 3" water meter to serve roadside improvement at the North Grants Pass Interchange has been determined to cost $1,430. This is an estimated cost and billing will be done on the actual cost of construction. The above estimate is for the installation of the 3" compound meter.

Very truly yours,

Roy W. Norton
Director of Public Works

RWN/so

RECEIVED
MAR 29 1968
FOR FILING

I-5-1(65)56
6947

March 29, 1968

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is in reply to your letter of March 26 informing us that you have not received money from Rich Northwest Nurseries for furnishing of shrubs on highway jobs.

We have reviewed previous correspondence and find that you have filed claims with the Secretary of State on three highway contracts. All of these were filed within six months after acceptance by the Highway Commission. This filing according to law will protect your claims under the bonds. Copies of these claims have also been forwarded to the surety companies which furnished the performance bonds.

You ask for our advise in collecting money from Rich Northwest Nurseries. Our only suggestion other than hiring an attorney would be for you to write the sureties telling them that you have still not received money for shrubs furnished on these projects. Their addresses are as follows:

Contract No. 6947, United Pacific Insurance Company, Fidelity & Surety Department, P. O. Box 1216, Tacoma, Washington 98401

Contract No. 6755, Federal Insurance Company, Bonding Department, 417 Norton Building, Seattle, Washington 98104

Contract No. 6972, U. S. Fidelity &
Guaranty Company, Portland Office,
201 Oregon Bank Building, Portland,
Oregon 97204

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Broadbent Ore
March 26 1968

Oregon Stat Highway Comm.
Salem Oregon
Dear Mr Lloyd Avery

I thought I would write and tell you that I haven't Received any money or any word since Oct. from Rick Northwest Nurseries Inc about Payment on shrubs furnished for Highway Plantings.

I wonder if there is anyway I could collect without an Attorney They would take half, or lump sum whether I collect or not. I Can't afford that at present.

Please advise what I can do. Thank you

Yours Truly
Joe Georgei

RECEIVED
OCT 17 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 16 1968
FOR FILE

I-5-1(65)56

6947

January 16, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

Gentlemen:

Contract No. 6947 awarded to Baltz & Son Co. for roadside improvement on the North and East Grants Pass Interchange Section of the Pacific Highway in Josephine County was completed on June 29, 1967, and accepted by the Highway Commission on January 15, 1968.

Final payment in the amount of $20,259.45 will be released to the contractor after January 23, 1968. The total contract amount is $265,606.90 including $5,402.49 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

win

cc Baltz & Son Co.
9817 E. Burnside
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JAN 16 1968
FOR FILING

I-5-1(65)56
6141

January 15, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 29, 1967, on Contract No. 6947. The contract was with Ralts & Son Company and was for roadside improvement on the North and East Grants Pass Interchange Section on the Pacific Highway in Josephine County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective January 15, 1968, and that you concur in this procedure at the Commission meeting on January 23.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

srb jes

RECEIVED
JAN 30
Post Planned
I-5-1(65)56
6947

January 12, 1963

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-ID(29)01

I am pleased to note the favorable report made in your letter of January 4 concerning the landscape planting phase of our highway construction program.

Although we consider our tree staking and guying specifications to be basically correct, we concur with you in the advisability of amending them by special provision where applicable. This we intend to do. We are presently rewriting our Standard Specifications and incorporating changes which we trust will clarify and simplify them in light of our respective field observations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. L. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
H. L. Porter
F. D. Morgan
L. H. Young
Mark Astrup

MHA:de srb

Routing

Morgan — Price — Morelock — Bond — Scott — Walker — Litchfield — Olson — Glenn — Swan

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

RECEIVED
JAN 8 1968
CONSTRUCTION
DIVISION

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

re Klose
Morgan - RIP
Yeomay

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

6972 - Neil Creek - California Line Section, I-5-1(66)00
6942 - North and East Grants Pass Interchange Section, I-5-1(65)56
6944 - Suncrest Safety Area, I-5-1(63)23
6927 - East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
7092 - Goshen Interchange Section, I-5-3(78)190

Our inspections included complete reviews of field and office procedures in connection with administration and construction of landscape planting operations. We have discussed individual project deficiencies with your personnel and furnished you copies of the reports for each project.

Based on our investigations we are pleased to find that the administration, control and supervision of the landscape planting phase of highway construction is adequate and proper assuring high quality results in all respects.

Our reports indicate, however, that there is a need to consider the guying and staking requirements of evergreen trees over 4 feet in height. On the Neil Creek - California Line Section project trees staked by an alternate method in lieu of guying in accordance with Article 752-3.6 were to be observed throughout the establishment period. If this method of stabilization is satisfactory we recommend that future contracts should be so amended by special provision to fit the needs of each individual project.

We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

UNITED STATES GOVERNMENT

Memorandum

I-5-1(65)5

TO 6947 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: January 4, 1968

In reply refer to: 08-35-DB

re Klabo
Morgan - RID
Young

SUBJECT: Summary of Statewide Inspection-in-Depth
Landscape Planting - 1967 - 35-67-EID(25)31

NOTED
E. B. KLABO

We have completed our Statewide Inspection-in-Depth series on the Landscape Planting phase of highway construction.

Our Area Engineers have inspected six projects in this phase as follows:

Neil Creek - California Line Section, I-5-1(66)00 - 6972
North and East Grants Pass Interchange Section, I-5-1(65)56 - 6947
Suncrest Safety Area, I-5-1(63)23 6944
East Marquam Interchange Unit - East Bank Freeway Section, I-5-6(61)302 - 6927
West Salem Section, Independence Junction - West Salem Section, Willamina - Salem Highway, LSF-47(2), LSF-47(3) 7039 7040
Goshen Interchange Section, I-5-3(78)190 - 7092

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We would appreciate your consideration and welcome your comments concerning the above-mentioned item.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-5-1(65)56

6947

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 3, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

This is to advise you that the replacement planting was completed on November 27, 1967, on Contract No. 6947, North and East Grants Pass Interchange Section, in Josephine County, in connection with Federal-Aid Project No. I-5-1(65)56.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Young
1-11-68

Bureau of Public Roads
Oregon Division Office Endorsement Date: ~~January 9, 1968~~

Conditions noted on above date:

As noted in our 10-24-67 Final Inspection Report, this project is considered complete in apparent conformance with contract provisions upon receipt of this notice.

A. W. Parsons
A. W. Parsons
Division Engineer

To: Forrest Cooper
L. H. Young

RECEIVED
JAN 10 1968
OFFICE OF
STATE HIGHWAY ENGINEER

I-5-1(65)56 6947

FORM E-1 REV (3-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: North & East Grants Pass Interchange		WEEK ENDING: December 2, 1967
		SECTION PREFIX: 617-1068
HIGHWAY: Pacific		COUNTY: Josephine
NAME OF JOB: North & East Grants Pass Interchange	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Baltz & Son Company	CONTRACT NUMBER: 6947	FEDERAL AID PROJECT NUMBER: I-5-1(65)56
DATE OF CONTRACT: 10-19-66	DATE WORK STARTED: 11-14-66	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 240	CALENDAR DAYS USED 240
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 100
PROJECT AUTHORIZATION: $ 295,694.90	ENGINEERING AUTHORIZATION $ 19,450.67	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 276,244.14	ENGINEERING COST TO DATE $ 22,460.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 268,703.12		DATE PROJECT WAS COMPLETED: June 29, 1967
ESTIMATED PERCENT: UNDERRUN 3 %	PERCENT OF AUTHORIZATION 115 %	

Semi-Final Estimate Submitted 12-1-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Water Pipe	Planting
		100				100	100

	Topsoil	Water Pipe	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	18,760	39,600			
TOTAL QUANTITIES CORRECTED TO DATE	24,742	42,315			
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	24,742	42,315			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Lt. Clds. - Fair			
MONDAY	" " - Shrs.			
TUESDAY	Cloudy			
WEDNESDAY	Rain - Cloudy			
THURSDAY	Cloudy - Lt. Shrs			
FRIDAY	Cloudy			
SATURDAY	Shrs. Prtly Cldy			

ACCTNG RECEIVED

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Completed replacement planting
TUESDAY	No activity
WEDNESDAY	No activity
THURSDAY	No activity
FRIDAY	Semi-Final & Post Semi-Final submitted to the Division Office
SATURDAY	

REMARKS

Contractor has promised to cleanup storage area next week completing project.

Third Notification will be submitted when this work is done.

Final Report.

SIGNED O. L. Thompson LOCATION Grants Pass, Ore.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
SEP 19 1967
FOR FILE
I-5-1(65)56
6947

September 19, 1967

Mr. Joe Georgui
Box 122
Broadbent, Oregon 97414

Dear Mr. Georgui:

Mr. Mark Astrup, Landscape Engineer, has referred your letter of September 6 to this office.

You mentioned in this letter that you had sold over $5,000 worth of shrubs to Northwest Nurseries in Hillsboro for highway planting jobs in Ashland, Grants Pass, Roseburg, Salem, and Portland.

This appears to be in reference to your claim letters dated August 15 and 25 directed to this department. On August 31, we acknowledged these letters and filed with the Secretary of State those which appeared to be for materials furnished on Highway Contracts Nos. 6755, 6942, and 6947. Filing with the Secretary of State will protect your claim under the bond. The State looks to the surety and the prime contractor for completion of a contract and payment of all bills.

If you are still unsuccessful in collecting your money from Northwest Nurseries, you might want to consult your attorney. Attached for your information are Excerpts from Oregon Revised Statutes Relating to Public Contracts.

Very truly yours,

Floyd Dunry, Secretary
OREGON STATE HIGHWAY COMMISSION

Attachment
CWH:fkm

Woodburn Ore
Sept 6 1967

Oregon State Highway Dept
Salem Oregon
Mr Mark H Astrup

I sold over 5000 Dollars worth of shrubs to Northwest Nurseries in Hillsboro Oregon for highway Planting Jobs

I wonder if there is any way I could get my money. I sold shrubs all the way from Ashland, Grant Pass, Roseburg, Salem, Portland, and haven't received any money yet.

Please let me know if there is any way to get any money, and how should I go about it. Thank You

Joe Cseszli

RECEIVED
SEP 1 - 1967
FOR FILING

6947

August 31, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is to acknowledge receipt of your letters of August 15 and August 25 stating that Baltz & Son owes you for trees in the amount of $632.

From the description in your letters, this appears to be in reference to the Baltz & Son Company Contract No. 6947 for roadside improvement on the N. and S. Grants Pass Interchange Section of the Pacific Highway in Josephine County.

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letters and we will forward them to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED ON CARD
8-31-67
D. C.

cc: United Pacific Insurance Co.
F. G. Sauer Company
Baltz & Son Company
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

CWH:gc

Broadbent Ore

Aug 25 1961

Oregon State Highway Dept

Salem Oregon

Dear Mr Cleary

Please see the following trees

I inspected

Jim Foster advised me

486 Jeffery Pine Zoopsis 9 7.60

Betty & Son, 9817 East Burnside Portland Ore

146 Noble Fragrata Zoocquio 292.00

850 Native Roses 4/0 Cats 340.00

Mr J

Oregon State Highway Dept Roseburg Ore

12 Incense Cedar 400 apiece 4800

53 vine Maple 100 apiece 5300

State Highway Dept Mr Leary Salem Salem Ore

50 Incense Cedar 400 apiece 200.00

20 vine Maple 100 Apiece 20.00

Sprague Nursery Rest area between

Portland & Salem

132 Pshod Occedentalis 200apiece 264.00

Mr C E Johnston 5221 N Gleneden Portland

14 Arbvs. Cedar 400 apiece 56.00

Pls use the following shrubs

Please use Bell Northwest Nurseries

for Planting on Highway on East and

West side, I know Betty Jo selected

them and while had the other

Planting you would have to check

with them or Sam Bell Wilsonville

52 Mahonia 176.80

52 Oreg. Myrtle

7 Arbvs Cedar 42.00

74 Arbvs Cedar 231.00

73 vin Maple 65.70

9 Red Native 9.00

24 Arbvs Cedar 96.00

500 Vin Maple 500.00

7 Arbvs Cedar 28.00

11 Oreg Myrtle 22.00

8 Oreg Myrtle 8 ft 40.00

8 Oreg Myrtle 6 ft 20.00

Thank You Joe Csorgei

Myrtle Point 572 5905

RECEIVED
AUG 21 1967
FOR FILING

August 21, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

Dear Mr. Csergei:

This is to acknowledge receipt of your letter of August 15 advising that Rich Northwest Nurseries owes you a balance of $2,148.30 for shrubs.

From the description given in your letter, it appears that these plants were furnished on several highway contracts.

Will you please give us a description of the jobs by location and the dollar amount of shrubs supplied on each, so we may notify the sureties and file your claims with the Secretary of State.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:gc

Box 122
Brownsment, Oregon 97414
Augest 15, 1967

Secretary
Oregon State Highway Dept.
Salem, Oregon

Gentlemen:

Please be advised that we furnished shrubs to the value of $2707.20 in which I received $658.90 leaving a balance of $2148.30 through Rich Northwest Nurseries, Henry C. Hauser Pres.

These plants were delivered to Jim Foster Ashland, Oregon; Balty & Sons Grants Pass Oregon; Oregon State Highway Dept. Roseburg Oregon; Mt. Lacey Oregon State Highway Dept. Salem; Rest Area between Portland and Salem; Balty & Sons Planting in Portland; Aichele Planting in Portland.

Enclosed is a list of the shrubs and amount delivered on State Highway plantings.

Yours truly

Joe Csergei

Joe Csergei

FILED
C. W. HEAD

FILED
GALLERY

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

FOLLOWING SHRUBS WERE FURNISHED

52	Manzaneta	
52	Wax Myrtle	178.80
132	Rhodo Occidentales	264.00
7	Incense Cedar	42.00
74	Incense Cedar 4 to 5	237.50
73	vine Maple	365.70
[illegible]	Rhode Maple	[illegible].00
74	Incense Cedar 4 to 5	300.00
500	vine Maple	500.00
7	Incense Cedar	28.00
12	Vine Maple	36.00
11	Wax Myrtle	22.00
53	Vine Maple	53.00
146	Wax Myrtle	292.00
850	Native Rose	340.00
8	Wax Myrtle 8ft.	40.00
8	Wax Myrtle 6ft.	20.00
488	Jeffery Pine	[illegible]7.60

RECEIVED
AUG 17 1967
OREGON
STATE HIGHWAY COMMISSION

FORM E-123

RECEIVED
SEP 6 - 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Claim # 4327
FILED
SEP 1 1967
CLAY MYERS

I-5-1(65)56
6947

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
SEP 1 1 04 PM '67
CLAY MYERS
SECRETARY OF STATE

August 31, 1967

Mr. Joe Csergei
Box 122
Broadbent, Oregon 97414

NOTE ON CARD
wlw

Dear Mr. Csergei:

This is to acknowledge receipt of your letters of August 15 and August 25 stating that Baltz & Son owes you for trees in the amount of $632.

From the description in your letters, this appears to be in reference to the Baltz & Son Company, Contract No. 6947, for roadside improvement on the N. and E. Grants Pass Interchange Section of the Pacific Highway in Josephine County.

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on this contract. We will advise them of the receipt of your letters and we will forward them to the Secretary of State for filing.

Please let us know when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY
Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: United Pacific Insurance Co.
F. G. Sauer Company
Baltz & Son Company
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the enclosed copy of this letter.

RECEIVED
SEP - 6 1967
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 4 1967

I-5-1-2-96
F) 6947

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Roseburg, Oregon
July 21, 1967

SUBJECT: Inspection in Depth Report
North and East Grants Pass Interch.

To: Mr. F. B. Klaboe
Asst. State Highway Engineer
S A L E M

Attached hereto is a copy of a report submitted by A. L. Chapman, Resident Engineer, regarding the misunderstanding of the specifications for guying and staking of trees as set forth in the specifications. As indicated by this report, there apparently was no misunderstanding of the specifications but merely an oversight on his part in seeing that the specifications were followed.

John Quiner

JOHN QUINER II
Assistant Division Engineer

JQII/cw
Attach.
cc F. D. Morgan

7-28-67
REFERRED TO
Morgan
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

any further action necessary?

RECEIVED
JUL 24 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 5GM 11-61 40830

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Grants Pass, Oregon
July 19th., 1967

To: L. R. Chandler
Division Engineer
Roseburg, Oregon

SUBJECT: North & East Grants Pass Interchange
Pacific Highway
Roadside Improvement
Cont. No. 6947
Josephine County

Attention: John Quiner II

Reply is made to your letter of July 17th. and Mr Klaboe's letter of July 11th., 1967.

There was no misunderstanding of the specifications on guying and staking of trees as set forth in Article 752 - 3.6 but some carelessness on the part of myself and my Inspector in seeing that these specifications were followed.

Our contractor was using the stake method on deciduous trees which he had planted first and we had checked the method with paragraph three of Article 752 - 3.6. When he continued to use this method on evergreen trees over four feet in height we failed to note the change in method that should have applied until it was brought to our attention by the Bureau Engineers. Our Contractor's Superintendant stated that he had used the stake method on these trees because on previous jobs the State had preferred this method in lawn areas because of less interferance with future mowing operations.

There was some discussion by our Contractor's Superintendant, Mr. Svinth of Landscape and my Inspector and I regarding the necessity for guying of trees in the lawn areas. Our contractor asked for further clarafication and I contacted the Landscape Division. Mr. Astrup's reply was that all specifications regarding guying and staking of trees should be rigidly followed. Our contractor was so informed and all guying work was done imediately in accordance with Article 752 - 3.6 of the standard specifications.

A. L. Chapman

A. L. Chapman
Resident Engineer

Form E-572 (Rev. 10-66)

I 5-1(10)76

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project North and East Grants Pass Interchange Date June 13, 1967

Highway Pacific Contract No. 6947

County Josephine Kind of Work Roadside Improvement Contractor Baltz and Son Company

	Authorized	Estimated
Contract Amount	$ 240,024.61	$ 267,865.56
Anticipated Items	3,110.00	3,110.00
Contingency (4½%)	10,941.06	5,268.58
Engineering	19,450.76	19,450.76
Credits		
PROJECT COST	$ 273,526.43	$ 295,694.90

NET INCREASE $ 22,168.47 or 8.10%

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). (List all unanticipated items)	Expected Amount	Net Change
(C) Bid Item No. 2 Furnishing and placing topsoil	$ 45,624.70	$ +10,918.70
(C) " " " 10 Furnishing and planting shrubs	33,539.94	+ 3,677.94
(C) " " " 17 Manure Fertilizer	24,456.00	+ 2,856.00
(C) " " " 25 2½-inch steel water pipe	8,893.50	+ 3,853.50
(C) " " " 26 3-inch steel water pipe	6,276.40	+ 2,896.40
(U) EWO No. 2 Reshape areas J & K and remove brush, etc.	1,993.28	+ 1,993.28
(U) " " 3 Additional subdrainage along Scoville Rd.	2,520.80	+ 2,520.80
(U) PA " 1 Additional drainage work	754.50	+ 754.50
(U) " " 2 Change type of shrubs and add additional	166.32	+ 166.32

APPROVED BY
STATE HIGHWAY COMMISSION
DATE 7-24-67

Principal reasons for overruns (Continue on reverse side): Overruns in topsoil, shrubs, fertilizer and irrigation pipe were required to satisfactorily construct the project.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ A. L. CHAPMAN
Resident Engineer

Noted by John O. Bond for
Construction or Bridge Engineer

Con... /s/ CARL M. WILLIAMS
Asst. Division Engineer

Noted by B. Hlabse
Assistant Deputy State Highway Engineer

RP-0570B-724

RECEIVED
JUL 12 1967
FOR FILING

I-5-1(65) 56
6947

July 11, 1967

1150

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Re: Oregon Project I-5-1(65)56
North and East Grants Pass
Interchanges Section
Pacific Highway
Roadside Improvement
Inspection-in-Depth Report
No. 35-67-EID(25)7

Your File: 08-35.6/439

Dear Sir:

Reply is made to your letter of June 28.

We fail to see how the wording of Article 752-3.6 (Pruning, Guying and Staking) requiring the guying of evergreen trees over four feet in height, can be misunderstood. However, by a copy of this letter, I am requesting Division Engineer Chandler to query his Resident Engineers to determine the cause of the trouble and to obtain their recommendations for clarifying the specification. I note immediate action to guy the evergreen trees was taken.

Otherwise, the report is most favorable and I am pleased to commend our field forces and the contractor for their good work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. D. Morgan
L. H. Young
L. R. Chandler(enc.)

MHA:de ja

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: June 28, 1967

In reply refer to: 08-35.6/439

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(65)56
North & East Grants Pass Interchange Sec.
Pacific Highway - Roadside Improvement,
Inspection-in-Depth No. 35-67-EID(25)7

Attached is an inspection-in-depth report on Landscape Planting Proceedures. This is part of a Statewide inspection-in-depth series.

We request that you advise this office of remedial actions taken or contemplated in connection with this report.

Enclosure
Rpt

orig to morgan w/enc.
cc Young 7-6-67

Routing

Morgan	Pease
Parker	Morelock
Reid	Trout
Hahn	Scott
Warren	Wills
Young	Litchfield
Swan	Olson

RECEIVED
JUL 6 1967
CONSTRUCTION DIVISION

RECEIVED
JUN 30 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM PR-33D (REV. 10-68) cc: OSHD (Klabes) Region(3) Wash DC Thru Region

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) ☒ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT 11h

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Josephine	I-5-1(65)56

DATE OF INSPECTION	PHASE(S) INSPECTED
5-24-67	Landscape Planting Procedures

INSPECTION MADE BY
C. T. Christianson, Area Engineer
R. A. Nichols, Area Engineer
J. J. Hamernik, Asst Regional Landscape Architect

IN COMPANY WITH
Al Chapman, Resident Engineer, OSHD
Roland Robert, Project Inspector, OSHD

Discussed with:
C. M. Williams, Asst Division Engineer, OSHD

REPORT PREPARED BY
C. T. Christianson, Area Engineer — Clifford T. Christianson

PROJECT INCLUDES
☒ GRADING AND DRAINAGE ☐ BASE ☒ Minor PAVING ☐ MAJOR STRUCTURES ☐ OTHER (Specify) Landscape planting

CONTRACTOR (Name and address)
Baltz & Son Co.
Portland, Oregon

CONTRACT AMOUNT
$ 240,024.61

PROJECT STATUS (% comp.)
78%

LOCATION
Unit A: North Grants Pass Interchange between Stas 1197 and 1220
Unit B: South Grants Pass Interchange between Stas 154 and 177
Both units on Interstate Route 5 at the city of Grants Pass.

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION. "This is part of a statewide inspection-indepth."

NORTH AND EAST GRANTS PASS INTERCHANGE SECTION, PACIFIC HIGHWAY
Roadside Improvement

Summary of Findings

Evergreen trees over 4 ft. in height were not guyed in accordance with Article 752-3.6 of the standard specifications.

Project records maintained for accountability of materials in support of payment thereof were complete and accurate and composed in a form acceptable to the procedures of the Highway Department.

Recommendations

It was recommended in the field that evergreen trees over 4 ft. in height be guyed in accordance with specifications and immediate action was taken by the Resident Engineer and the contractor.

No follow-up inspection is considered necessary; however, emphasis on specified guying should be made on a statewide basis.

(more)

EDITION OF (5-64) IS USABLE

Detailed Report of Inspection

This inspection included a complete review of field and office procedures in connection with administration and construction of landscape planting operations. Materials in general appeared to be in conformance with all contract requirements as evidenced by supplier certifications and laboratory test results. These documents are further supported by field inspection records and measurements. All irrigation pipe on this project is steel in accordance with the special provisions.

All plant materials appear to be in good condition with normal, well-developed branch systems with the exception of the St. Johnswort vine, one shipment of which appeared to be dead shortly after planting. Replacement of these plants is anticipated by contractor and engineering forces. There were no plants delivered from outside this State.

All plants are nursery-grown and are individually labeled. However, it was noted that the Junipers that had been planted were not labeled at the time of this inspection. Project records indicated that these plants met the contract requirements in all other aspects.

Inspection of plants on the site indicated that normal precautions had been taken in handling, shipping and storing of plants and to the extent possible balls were checked and found to be firm and unbroken.

Plants were located substantially in conformance with the plans and discussion revealed that all areas had been discussed jointly between the contractor and the inspector, following inspection with regard to soil or drainage conditions which may affect the plant growth. Planting pits, pockets, and trenches had been excavated to the dimensions required by Article 752-3.3 of the standard specifications.

Guying and staking were generally in compliance with the specification requirements with the exception of the evergreen trees over 4 ft. in height. At the time of this inspection, these trees were tied to two 2" X 2" stakes rather than the three guy wires called for under Article 752-3.6 of the specifications.

Evidence indicated that normal care has been exercised in loading and unloading of trees and plants to and from the trucks and that inspection is performed during the unloading operations and plants are rejected at that time if necessary.

(more)

The contractor was performing an excellent job of handling and planting to protect root systems and branch development and insure satisfactory growth. The contractor has used temporary storage on the project, which, in this locality provides for the heeling-in required by applicable plants.

The irrigation system has been installed in accordance with specifications and as previously mentioned includes only steel pipe.

The contractor has left each area of operation in a neat and orderly condition upon completion of all work in that localized area.

Project records on materials tests, and support data for accountability and payment, were reviewed and found to be neat and easy to review with complete records maintained in accordance with established State procedures.

Traffic control was perhaps adequate for the existing traffic giving consideration to the type of work under way. However, it was noted that the signing was not in accordance with the AASHO Manual on Uniform Traffic Devices or the State Highway Department Manual on Traffic Control Devices. It was emphasized at the time of this inspection that strict adhereence to uniform controlling devices are important and should be emphasized on all construction projects.

In general the project appeared to be progressing in a satisfactory manner with a high quality of construction workmanship and engineering control. The facility resulting from this operation should be an asset to the community as well as the State Highway Systems.

Mulching operation on vines at East Grants Pass Interchange.
Sawdust mulch being used.

RECEIVED
JUL 6 - 1967
FOR FILING

I-5-1(65) 56

1947

July 5, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6947, the North and East Grants Pass Interchange roadside improvement project on the Pacific Highway in Josephine County, is anticipated. Baltz and Son Company of Portland is the contractor. This is a Federal-aid Interstate project for which the original authorization was $273,326.43. The present anticipated cost is $295,694.90, indicating an overrun of $22,168.47 or 8.10 percent.

The major reasons for this overrun are increased quantities of topsoil, shrubs, fertilizer, and irrigation pipe. The additional quantities of these items were necessary in order to satisfactorily construct the project.

This request for an additional authorization will be presented to you at the July 24 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
L. R. Chandler

DES:nn fn

FORM E-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 27, 1967

SUBJECT: Overrun of Project Authorization
North & East Grants Pass Interch.
Pacific Highway
Contract 6947

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for roadside improvement is under contract to Baltz and Son Company of Portland. The original project authorization was $273,526.43. The present anticipated cost is $295,694.90, indicating an overrun of $22,168.47 or 8.10%.

The major reasons for this overrun are increased quantities of topsoil, shrubs, fertilizer and irrigation pipe. The overrun in the bid items was caused by inadequacies in the plans and bid quantities. The bid item for topsoil called for truck measure. The 33% overrun is apparently partly due to unanticipated settlement and compaction in place. Additional shrubs were required in order to adequately fill out some of the planting beds. A part of the total quantity of irrigation pipe was inadvertently omitted from the quantity shown in the project summary and bid items.

It is recommended that the project authorization be increased by $22,168.47.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUN 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-300—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
MAY 23 1967
Date C-F- Eng. Coordinator
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North and East Grants Pass Interchange Date June 1, 19 67

Highway Pacific Contract No. 6947

County Josephine Prefix 617-1068

Contractor Baltz & Son Company F. A. Project No. I-5-1(65)56

Address 9817 East Burnside, Portland, Oregon 92216 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Install 8-inch perforated drain pipe along the left shoulder of Scoville Road (6th St.) under the freeway overpass. Work involves approximately 560 lineal feet of 8-inch perforated drain pipe, 200 cubic yards of sand backfill and 15 tons of asphaltic concrete to repave the ditch and shoulder.

Location by station numbers:

L^C 1199+70 to 1204+70

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Materials		$1,292.00
Equipment Rental		500.00
Labor		400.00
Contractor's Percentage	15%	328.80
	Total	$2,520.80

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

There are no bid items to establish a unit price for this work. The above estimate includes excavation, installation of pipe, backfill and repaving shoulder.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 273,526.43	
Present estimate of project cost, including $ 2,520.80 for work under this order	$ 289,346.43	
Expected ~~overrun~~ over-run amount	$ 15,820.00	
Expected ~~overrun~~ over-run per cent	5.78%	

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ John Quiner II, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

SP*23577-734

Issued 6-14-67

Form B-206—6M

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon [illegible] of project G1-P[illegible] additional funds are [illegible]
JAN 27 1967 M E Martin
[illegible] Div. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name North and East Grants Pass Interchange Date January 27, 1967

Highway Pacific Contract No. 6947

County Josephine Prefix 617-1068

Contractor Baltz & Son Company F. A. Project No. I-5-1(65)56

Address 9817 East Burnside, Portland, Oregon 97216 Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Remove brush, concrete walks and foundations; re-shape irrigation and drainage ditches; install 2½-inch gate valve.

Location by station numbers:

As needed throughout the project and particularly at stations S 1202+00 to 1212+20 on the right.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor		$ 500.00
Equipment Rental		950.00
Materials		50.00
	Total	$ 1,500.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

The access control fence is not constructed along the R/W line station S 1202 to 1212+20. This order to clear and shape area between existing fence and R/W line. This can best be done under "Extra Work" as contract bid items would not be adaptable. Access control fence to be removed and re-installed by State Forces and is not covered in this order.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 273,526.43	
Present estimate of project cost, including $ 1,500.00 for work under this order	$ 273,526.43	
Expected under-run / over-run amount	$	
Expected under-run / over-run per cent		

Space to right of this line is for use of Salem Office

Submitted by: /s/ A. L. Chapman, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or Bridge Engineer

Approval Recommended: /s/ J. B. Boyd, Asst. Division Engineer

Approved: /s/ L. H. Young, Deputy State Highway Engineer, Office Engineer.

YOUNG 2-14-67

SP*22377-731

RECEIVED
NOV 28 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
PRINEVILLE
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-5-1(13)-1

6947

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 28, 1966

Baits and Son Company
9617 East Burnside
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6947 for roadside improvement on North and East Grants Pass Interchange of the Pacific Highway in Josephine County

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.
cc United Pacific Insurance Company
415 S.W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
P.O. Box 1216
Tacoma 1, Washington

RECEIVED
NOV 3 - 1966

FOR ITEM 3 I-5-1(65) 56

Form GO-121 (11-63) (Repl. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6947 : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1966

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-5-1(65)56
North & East Grants Pass Interchange Section
Roadside Improvement

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract No. 6947 to Baltz & Son Co., of Portland, Oregon, low bidder in the amount of $240,024.61 at the October 13, 1966 bid opening.

cc:
Region
Wash DC
Lusk

REFERRED TO
Young
BY DIST. STATS HWY. ENGR.
11-3-66

RECEIVED
NOV 2 1966
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILE

6947

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the N. & E. Grants Pass Interchange Section, Project No. I-5-1(65)56.

The contractor receiving the award is Baltz and Son Co. of Portland in the amount of $240,024.61, with the Contract No. 6947 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction. Contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[redacted]

RECEIVED
SEP 30 1966

FORM CB-101 (9-22-59)
(PRES. BY A.O. 306-10)

I-5-1(65)56

UNITED STATES GOVERNMENT

Memorandum

117

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

DATE: September 21, 1966

08-35.2-DB

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: M. E. Martin
District Engineer

NOTED
F. B. KLABOE

SUBJECT: Oregon Project I-5-1(65)56
North and East Grants Pass Interchange Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's September 8 and September 13, 1966 reports.

You are authorized to proceed with contractor's flagging estimated at $300.00 and the installation of a water meter with water and electric power estimated at $2,380.00.

The use of steel water pipe on this project is approved. However, this approval shall not be construed as establishing a precedent as we are presently investigating your August 15, 1966 request for this action. You will be advised at a later date as to our findings of this single product usage.

The use of Division II, Part 1, Earthwork, dated April 1966 as a Supplemental Standard Specification is approved subject to the comments of our May 11, 1966 specification approval memorandum which approved all other Supplemental Specifications.

The use of Article 102-1.3, Embankment Measure, is approved for use on this specific project.

(more)

9-26-66
morgan
astrup
young w/enc.

It has been noted that current equipment and manpower available for maintenance of landscaped areas is at a minimum. It is recommended that a statewide study be performed for the purpose of determining the long range needs in order that maintenance can be held at a satisfactory level coincidentally with an expanding beautification program.

The proposed irrigation system satisfies the climatological justification requirements of Mr. Williams' June 16, 1966 memorandum to Regional Engineers. It is noted that the existing irrigation system at the North Grants Pass Interchange will remain in service and undisturbed.

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

SJ-421(6)	W. Belt Line Overcrossing of S. Pac. RR on the Belt Line Rd.	1966
#6948		

C4A 3140
RR 638

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (3-64)

HIGHWAY DEPARTMENT INVOICE

NO. 99595

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
8-22-69	CC 1169		[illegible]

RECEIVED
AUG 22 1969
ENGINEER
COUNTY & CITY DIVISION

Lane County
Board of Commissioners
Courthouse
Eugene, Oregon 97401

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attention: O. K. Attig, Director of Public Works			
Final Billing: West Bolt Line (SPRR) Overcrossing Section, FAS 860. Covered by agreement dated September 26, 1966.			
County Advance Deposit		25,000.00	
Amount previously transferred		15,000.00	
			10,000.00
County share of construction costs		21,459.34	
Amount previously transferred		15,000.00	
			6,459.34
			3,540.66

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Received with Request: $.....

By ..... To be refunded .....

[illegible] UNREIN

RECEIVED
JUN 27 1967
FOR FILING

SH 4411 (6)

6948

June 27, 1967

Glens Falls Insurance Company
P.O. Box 14040
Portland, Oregon 97214

Gentlemen:

Contract No. 6948 awarded to Rose Bros. Construction, Inc., for construction of the West Salt Line Overcrossing (S.P.R.R.) on FAS 860 in Lane County was completed on May 5, 1967, and accepted by the Highway Commission on June 26, 1967.

Final payment in the amount of $5,051.50 will be released to the contractor after July 5, 1967. The total contract amount is $100,671.45 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Ousy, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Rose Bros. Constr., Inc.
359 Apple Blossom Avenue, N.
Salem, Oregon 97303

Merl D. Moreland
[illegible]0 Fairgrounds Road, N.E.
Salem, Oregon 97303

L.H. Young
C.H. Melson
Attn: John Harr

RECEIVED
JUN 27 1967
FOR FILING
SH-441(6)
6948

June 26, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed May 5, 1967, on Contract No. 6948. The contract was with Ross Brothers Construction, Inc., and was for construction of the structure on the West Bolt Line Overcrossing (Southern Pacific Railroad) Section on the Bolt Line Road (FAS 592) in Lane County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective June 26, 1967, and that you concur in this procedure at the Commission meeting on July 24.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
L. R. Chandler

srb jw

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: West Delt Line O'xing (S.P.R.R.)		WEEK ENDING: 5-5-67
		SECTION PREFIX: 520-1028
HIGHWAY: Delt Line Road, FAS 860		COUNTY: Lane
NAME OF JOB: West Delt Line O'xing (S.P.R.R.)	KIND OF WORK: Structure	
CONTRACTOR: Ross Bros. Construction Co.	CONTRACT NUMBER: 6948	FEDERAL AID PROJECT NUMBER: S0-44,1(6)
DATE OF CONTRACT: October 27, 1966	DATE WORK STARTED: October 31, 1967	ESTIMATED COMPLETION DATE: May 5, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: 2 MEN: 1 SUPERVISION: 1	SPECIFIED WORK DAYS: —	WORK DAYS USED: —
	SPECIFIED CALENDAR DAYS: 180	CALENDAR DAYS USED: 178
	SPECIFIED COMPLETION DATE: —	PERCENT OF TIME ELAPSED: 99%
PROJECT AUTHORIZATION: $124,908.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: *91%
EXCLUSIVE OF ENGINEERING: $116,026.35	ENGINEERING AUTHORIZATION: $8,882.40	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $110,690.00	ENGINEERING COST TO DATE: $8,391.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: *87%
ESTIMATED PERCENT: UNDERRUN 4.2%	PERCENT OF AUTHORIZATION: 94 %	DATE PROJECT WAS COMPLETED: May 5, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
—	—	—	—	—	—		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)	Not Applicable				
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

1 Pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	9660							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			* Have not received final billing from Southern
MONDAY	Clear			Pacific Rail Road.
TUESDAY	Clear			
WEDNESDAY	Clear			
THURSDAY	Partly Cloudy			
FRIDAY	Partly Cloudy			
SATURDAY				

RECEIVED

CLIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY 5-1	Finishing concrete surfaces parapet and beam side, right side; Placing parapet rail, left side; General cleanup.
TUESDAY 5-2	Finishing concrete surfaces parapet and outside beam, right side; Placing parapet rail, right side.
WEDNESDAY 5-3	Painting right handrail and beamside.
THURSDAY 5-4	Painting right handrail and beamside; Finished placing parapet rail; General clean-up.
FRIDAY 5-5	General cleanup; Completed project.
SATURDAY	

REMARKS

Status: Structure is complete.

FINAL WEEKLY REPORT

SIGNED E. A. Jones LOCATION 2191 E. 15th Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JAN 20 1967
FOR FILING
F-441 (6)
6948

January 19, 1967

1328

Mr. A. W. Peterson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Your File 08-2%-DA
Morse Bros. Plant Inspection

Dear Sir:

I have read the "Construction Inspection-in Depth Report" accompanying your memo of January 6. It is refreshing to note that, overall, the inspection and quality control being maintained is adequate. As to the two minor items cited for correction, our proposals are:

We will delete the 12-day cement storage requirement from the standard specifications as it is no longer applicable. Quality control on cement is being taken care of per O. A. White's letter of July 5, 1963 to Resident Engineers and cement mills. These requirements are repeated in our construction manual (see copy attached). The procedure has been working satisfactorily since its inception.

As to the recommendation that the scales be checked "more frequently" and that the water meter be checked "periodically", we propose to operate generally as we are now. Inspectors maintain constant vigilence over the operation of this equipment by constant checks on yield of concrete. This is a reasonably simple and inexpensive check, as all pouring is done in steel forms and in known required volumes. Any slight variation in yield is readily detectable and the source of trouble readily ascertainable. When variations in yield are detected and traced to faulty equipment or other cause, corrective measures are taken.

The equipment at this plant, while not the most modern, has proven very reliable in its operation. We do

not think it advisable to impose unnecessary expense to the contractor or his suppliers by establishing a regular schedule of equipment checks when we can maintain control and surveillance by other methods.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Kiaboe
Ivan Merchant
L. A. Young
Oscar White

CAG:jf ja

Article 404-2.1 Cement

Controlling specifications are M 85 for Types I, II, and III with modifications; and M 134 for Types IA and IIA with modifications as noted in the specifications.

Current operating procedure for acceptance of bulk or sack cement delivered to a job for mixing on the site require that each shipment be covered by a certificate essentially of the following form:

Consignee _____
Destination _____
Project - Name or Contract Number or Prefix
Identification - Identification of specific shipment such as : car, or truck number.
Quantity - s identified above. _____
Type - _____

I hereby certify that the cement identified above meets all specification requirements pertinent to the indicated project and is in practical conformance with the certified typical mill analysis number _____ which was made on a composite of samples taken in accordance with ASTM requirements during manufacture.

Signed _____
Title _____
Company _____

Each certificate shall be accompanied by a certified mill analysis of the following form:

*Certified Mill Analysis

Certification Number _____

Tests

Quantity Represented
Dates of Sampling
Type
Chemical Composition _____ _____
Silicon Dioxide _____
Aluminum Oxide _____
Ferric Oxide _____
Magnesium Oxide _____
Sulfur Trioxide _____
Loss on Ignition _____
Insoluable Residue _____
Tricalcium Silicate _____
Tricalcium Aluminate _____
Dicalcium Silicate _____
Tetracalcium Alumino Ferrite _____
Total Alkali as Na_2O _____

Physical Tests
Specific Surface _____
Setting Time _____
Soundness - Autoclave Expansion _____
Strength 1 day _____
3 day _____
7 day _____

I hereby certify that the above are true test values obtained from samples taken on the dates indicated in full accordance with ASTM procedure.

Signed _____
Title _____
Company _____

All test results obtained by the Cement Company Chemist should be listed. Only those test results specified, for the type of cement shipped, in ASTM or AASHO are required however.

One certification of conformance will be required for each identified quantity. The term "lot" and one certification will not suffice in any sense of "blanket" coverage for extended deliveries.

One certified mill analysis will suffice for several truck deliveries as long as the certification numbers on the two certifications correspond. At least one certified mill analysis is to be provided for each project. For continuous deliveries, the time interval between-certified mill analysis should not exceed one week.

For intermittent deliveries a day or more between deliveries, a certified mill analysis is to be provided for each group of deliveries.

Failure by the Engineer to identify any truck or car with the data on the certifications will result in non acceptance for use until samples are taken and test results received from the Materials Division.

The resident engineer must have one copy of the certificate and certified mill analysis for each shipment as outlined above. If duplicate certificates are provided forward one copy to the Salem laboratory. All certificates and accompanying certified mill analysis are to be usbmitted to Salem with final records on the contract.

The above procedure requires that a systematic program of check, sampling and testing be conducted instructions applicable to the check sampling program to be conducted are as follows:

The standard procedures for sampling and frequency of sampling under different situations are found in AASHO T 127-60 or ASTM C 183-60T. Since the manufacturer certifies that the cement delivered was sampled and tested in accordance with ASTM requirements, the check samples do not need to be taken at the frequency indicated in ASTM. However, certain minimum frequencies should be set up. It is recommended that the following general procedure be used and that the Engineer use his own discretion in unusual situations:

Frequency - One sample every 500 barrels. Composite of 4 single samples to represent 2000 barrles for a test sample. When the certification from the manufacturer is not received or cannot be identified with the shipment, a sample every 500 barrels is to be taken as a test sample. When cement is stored at the jobsite after delivery test samples should be taken at the discretion of the Engineer for every 500 barrels. The longer the storage the more need for resampling regardless of certification.

Size of Samples - Test samples should consist of approximately 12 pounds. Individual samples should consist of approximately 3 pounds. Thus a test sample representing 500 barrels is a composite of 4 individual samples taken from the 500 barrels, and a test sample representing 2000 barrels is a composite of 4 individual samples each representing 500 barrels.

Sampling - On bulk shipments, grab samples may be taken during the unloading. On sacked cement, a sampler described in AASHO T 127, should be used. If a sampler is available it may be used for bulk cement also but it is not essential.

Containers - Plastic bags are to be used for containing samples. Approximately 3 pounds is the limit for any single bag. More than 3 pounds increases the danger of breakage during shipping. Suitable bags may be obtained from Cellocraft Bag Company 645 S.E. Ankeny, Portland or The Chase Bag Company, 2550 N.W. Nicolai Street, Portland. A 9 x 12 - 4 mil bag is satisfactory and will cost up to $30.00 a thousand.

Shipping - The excess top of the bag should be wrapped around the sample and tied. Each bag should be numbered and the numbers that are to be composited for a test sample should be indicated.

It is recommended that the Engineer keep an accumulative record of cement showing certification representation and sampling representation. With consecutive numbering of samples. Identification and documentation would be seen at a glance.

Current operating procedure for acceptance of cement in ready mixed concrete delivered to the job require that each load be accompanied by a certificate essentially in the following form:

> I hereby certify that the aggregates used in the concrete identified below have been tested, found suitable for use, and are in the proportions indicated by the Oregon Highway Materials Division., Further that the cement content is _____sacks per cubic yard, type and that certification concerning quality from_____ Portland Cement Company accompanied delivery of cement.
>
> Load No. _____ Truck No. _____ Invoice No. _____
> One copy delivered to Resident Engineer.
>
> Signed_____
> Title_____
> Company _____

Cement into the plant silos can be controlled in the manner outlined above for cement delivered direct to the job site and here again a program of check sampling is to be maintained by the resident engineer in the same manner outlined herein for cement delivered direct to the job site.

All certificates are to be submitted to Salem with the contract final records.

Source - O.A. White's letter 7-5-63 to cement mills and resident engineers.

STATE COPY 35-[illegible]-EID(21)45

FORM PR-33Dec3 (REV. 10-66)

OSHD (Klaboe)
OSHD (Edwards)
[illegible]
Wash DC

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION-IN-DEPTH REPORT

(PPM 20-6.1)

(Check appropriate one) [X] ORIGINAL INSPECTION REPORT [ ] FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
8	Oregon	Lane	SU-441(6) & I-5-4(54)197

DATE OF INSPECTION	PHASE(S) INSPECTED
12-20-66	Commercial Portland Cement Concrete Plant

INSPECTION MADE BY

R. A. Nichols, Area Engr
J. J. Degmann, Area Engr

IN COMPANY WITH

Van Johnson and Ray Davis, Inspectors, OSHD
J. Hess and B. Sageman, Engr Trainees, BPR

REPORT PREPARED BY

R. A. Nichols, Area Engr

PROJECT INCLUDES

[ ] GRADING AND DRAINAGE [ ] BASE [ ] PAVING [X] MAJOR STRUCTURES [ ] OTHER (Specify) _____

CONTRACTOR (Name and address)

SU-441(6) - Rons Bros. Construction Co., Salem, Oregon
I-5-4(54)197 - Karl L. McNutt Co., Eugene, Oregon

CONTRACT AMOUNT

$ See below

PROJECT STATUS (% comp.)

See below

LOCATION

See below

REPORT FORMAT: (1) SUMMARY OF FINDINGS: (2) RECOMMENDATION (INCLUDING NEEDED FOLLOWUP ACTION); (3) DETAILED REPORT OF INSPECTION.

West Belt Line Overcrossing, (SPRR) Belt Line Road, FAS 860 (SU-441(6))

The project work consisted of the construction of a 295' overcrossing structure over the Southern Pacific Railroad in Eugene. The contract amount was $101,030. The project work was about 20% complete.

Beltline Road Interchange Section, Pacific Highway (I-5-4(54)197

This project begins at Sta 416+80 about 1 mile south of the crossing of the McKenzie River, north of Eugene. From thence the project proceeds southerly 0.9 mile to Sta 464+35 about 1.5 mile north of the Q Street Interchange in Eugene.

The contract amount was $1,644,826.65. The project work was about 15% complete.

A. SCOPE OF INSPECTION

The sites of this inspection were the Morse Bros. concrete batching plant and prestressing yards located in Harrisburg, Oregon. This company furnishes the prestressed and precast members for many of the structures on Federal-aid projects throughout the State. Their volume of business is large enough so the State has inspectors

(more)

EDITION OF (8-64) IS USABLE

stationed at the plant on a permanent basis. These men observe the production and the curing of the concrete and perform all the necessary tests. Therefore, this inspection was confined to the concrete production of the Morse Bros. batching plant and the placement of the concrete in the prestressed girder forms at the prestressing yards.

At the time of the inspection, concrete was either being placed or being cured for the above-mentioned projects. This inspection consisted of observation of the production of the Portland Cement Concrete plant, observing the State's control procedures, and inspecting the testing records. The data taken during this inspection is on file in the Division office.

B. FINDINGS AND RECOMMENDATIONS

1. Personnel

The inspecting personnel have attended the State's testing schools. The answers to questions tendered and observation of their control procedures indicated that the personnel were well acquainted with their duties and responsibilities.

Recommendations: None.

2. Cement

The cement used at this plant is purchased from the Oregon Portland Cement Company. All of the cement delivered to the project is covered by certifications. The cement is stored in weatherproof silos from which the cement is removed for concrete scheduled for both State and private work. No attempt is made to keep track of the cement used for the State work except for the observation of the weight shown on the scales and noting the yardage of concrete either rejected or wasted.

The State specifications state that the cement storage should be adequate to allow sampling at least 12 days before the cement is used. This plant, along with the other plants observed earlier in the year, do not have this storage capacity for cement.

Recommendations: The required storage capacity for cement is not being enforced. It is suggested that this requirement either be enforced or eliminated.

3. Aggregates

The aggregates at the batching site are separated into 5 fractions. Each fraction was placed in well separated stockpiles. There was no visible sign of segregation or contamination. The aggregates are

(more)

transferred to the bins of the batching plant from the stockpiles via end dump trucks. Again, there was no evidence of segregation or of mixing of the aggregates.

Recommendations: None.

4. Batching Plant

The batching plant included bins for each of the 5 fractions of aggregates, 2 silos--one for type 2 cement and the other for a fine grind cement used for making the prestressed members. The cement is weighed separately, however, the aggregates are weighed on an accumulated basis. The water is furnished through a standard pressure system and is measured by means of a meter installed in the line.

The scale dials are located so they are easily visible to the inspector at all times. The seal on the scale indicated that the weigh scales were last checked on 4-27-66. The inspector did not have any knowledge of when the water meter had been checked for accuracy.

Recommendations: Considering the amount of work that is normally done by a commercial plant, it is recommended that the scales be checked more frequently. It is realized that the amount of water in the concrete is generally controlled by the slump. However, it is recommended that the water meter be checked periodically so that the water-cement ratio can be accurately determined.

5. Mixing

All the mixing is done in transit-mix trucks. Material is mixed for 5 to 10 minutes after introduction into the transit-mix truck. The concrete discharged into the forms during the inspection appeared to be well mixed and of uniform slump.

Recommendations: None.

6. Sampling and Testing

a. About a 5-lb. sample of cement is obtained weekly and retained until 4 samples are taken. Then all of the samples are sent to the central laboratory.

b. Samples are taken from the stockpiles every 3 to 4 months and sent to the central laboratory for a complete aggregate check. In addition, inspectors at the plant run gradation tests periodically.

BRIDGE DIVISION

c. The concrete is checked for air content and slump and cylinders made for compressive strength tests at every pour. The tests are performed at the site of the pour.

d. The concrete was checked for air and slump and the cylinders were cast during the inspection. Procedures in performing the test were in substantial conformity to the procedures established by the Oregon State

Highway Department. The slump was 3 3/4" and the air content was 4.9%.

Recommendations: None.

7. General

A mix design is determined by the central laboratory when the stockpiles are checked every 3 to 4 months. If they find its modulus of the gravels and sand being used change materially in the interim, the mix design is changed in the field to correct for the change in the fineness modulus. Aggregate samples are sent to the central laboratory for a confirmation mix design.

Recommendations: None.

BRIDGE DIVISION
CON STATE HIGHWAY DEPT.

RECEIVED
JAN 10 1967

Form CD-121 (11-63) (Prep. by A.O. 208-10)

UNITED STATES GOVERNMENT

Memorandum

SU-441 (6)

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: January 9, 1966

In reply refer to: 08-35-DA/439

SUBJECT: Inspection-in-Depth Control No. I-35-66-EID(215)48
Summary Report - Commercial Portland Cement Concrete Plants

During this past year commercial plants furnishing concrete to projects U-318(10), F-135(7), S-128(5), SU-441(6) and I-5-4(54)197 were inspected.

You were furnished copies of each report requesting your comments concerning each.

The materials being produced at all the plants substantially met specification requirements; however, the following items were noted:

1. U-318(10) - It was possible that the practice of making one gradation check a month would not comply with the minimum frequency rate established by your department.

2. F-135(7) - Tests reports on the aggregates used were not in the project file. There was evidence the tests had been made and the reports were available at another project.

3. S-128(5), SU-441(6), I-5-4(54)197 - The scales had not been checked recently and the water meters had not been checked within the memory of the inspectors.

4. None of the plants had cement storage capacity to allow sampling of the cement 12 days before use.

You have indicated corrective action has been taken where needed.

NOTED
LLOYD P. SHAW

REFERRED TO
Asst. State Hwy. Engr.
1-12-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 13 1967

Form C2-141 (11-60) (Pres. by A.O. 206-10) UNITED STATES GOVERNMENT

Memorandum

SU-441(6)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO 6948 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: January 6, 1966

In reply refer to: 08-35-DA

1328

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Projects SU-441(6), West Belt Line Overcrossing — 6948
(SPRR) Belt Line Road, and
I-5-4(54)197, Belt Line Interchange Section, Pacific Highway 6938

Attached is an Inspection-in-Depth Report on the Morse Bros. Commercial Portland Cement Concrete plant at Harrisburg. This is the fourth inspection of a Statewide inspection-in-depth.

Your comments on the items included in this report will be appreciated.

Enclosure

copy to Merchant w/enc. 1-12-67

NOTED
F. B. KLABOE

RECEIVED
JAN 12 1967
OFFICE OF
DEPUTY STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE COPY

Form Approved; Budget Bureau No. 41-R[illegible].1

MONTHLY TRANSACTION NO. 11-93

PR-2 (Rev. 3-63) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS

STATE: Oregon

COUNTY: Lane

PROJECT REPORT NO. 4

FEDERAL-AID PROJECT AGREEMENT

(PPM 21-7)

PROJECT NO. SU-441(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

West Belt Line O'Xing (SPRR), Belt Line Road, FAS 860.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	8-4-66	0.00
OTHER *(Specify)*		

FUNDS

o Rate 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 122,133	$ 77,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B. L. Labhart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. SU-441(6)

WEST FORK LEWIS (S.P.R.R.) OF TR

FOREST LANE ROAD, FAS 960 IN CLARK COUNTY

Project agreement estimate.

Salem, Oregon, October 28, 1966

Type Semi Rigid
Structure F'Bdg (Sta. 163+47.19 to Sta. 166+42.31) (Contract No. 6948)

Shoring, Cribbing, etc.	All Required		$	3,500.00
Structural Excavation	540 cu.yds.	5.00		2,700.00
Structural Excavation Below Elevation Shown	50 cu.yds.	5.00		250.00
Furnish 10 BP 42 Piling	665 lin.ft.	4.00		2,660.00
Drive Steel Piles	14 only	80.00		1,120.00
Splice Steel Piles	4 only	30.00		120.00
Class "A" Concrete	All Required			42,000.00
50' to 55' Type 2 Prestressed Beams	10 only	730.00		7,300.00
60' to 65' Type 2 Prestressed Beams	21 only	920.00		19,320.00
Metal Reinforcement	All Required			17,000.00
Metal Parapet Railing	588 lin.ft.	7.50		4,410.00
3" Metal Unperforated Drain Pipe, Type "A" Casting	150 lin.ft.	3.00		450.00
			$	101,030.00
Railroad Protective Cost	All Required		$	10,000.00
	Subtotal		$	111,030.00
	10% Engr. & Cont.			11,103.00
	Total		$	122,133.00

Length of Project 0.00 mile

Federal Funds	$ 77,500.00
State Funds	22,316.50
County Funds	22,316.50
Total	$ 122,133.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Railroad Protective Costs

Full flagging crew for 9 months
Engineer Inspector for 6 months

Flagging Crew

1 - Yard Engine Foreman, 60 days		$ 1,593.00
Overtime		298.00
2 - Yard Engine Helpers, 60 days		2,956.00
Overtime		374.00
Payroll additives		1,723.00
	Total Flagging Cost	$ 6,944.00
Engineer Inspector, 6 months		$ 3,720.00
Overtime		996.00
Payroll additives		1,556.00
	Total Engineer Insp. Cost	6,272.00
Transportation Expenses		$ 570.00
		1,512.00
	Total Railroad Protective Cost	$ 15,298.00

State will pay up to $10,000.

OREGON STATE HIGHWAY DEPARTMENT

FORM A-150 (5-64)

HIGHWAY DEPARTMENT INVOICE

NO. 89364

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
11-4-66	CC 1039		520-1020-297

Lane County

NOTED
H. S. COX

1851 Lane County Board of Commissioners

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DEPARTMENT

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DEPARTMENT
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Advance Deposit			25,000.00
Partial transfer of advanced deposit for the West Salt Line Overcrossing (SPRR) Section of Fed 860. Covered by agreement dated September 26, 1966.			15,000.00
To be retained			10,000.00

RECEIVED
NOV - 9 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

ACKNOWLEDGMENT OF BILLING REQUEST

Cash Receipt No. ..... of .....

By .....

RECEIVED
DEC 14 1966
FOR FILING

CU-441(6)
L-1467

October 27, 1966

Rose Bros. Construction, Inc.
399 Apple Blossom Avenue, North
Salem, Oregon 97303

Gentlemen:

The State Highway Commission on October 19 accepted your proposal for construction of the West Bolt Line Overcrossing (S.P.R.R.) on Bolt Line Road in Lane County for the sum of $101,030 and referred it to the State Highway Engineer with authority to award the contract as soon as certain conditions have been satisfied.

These conditions were fulfilled and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6948. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin November 9, 1966.

Very truly yours,

Floyd Omery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhs
Enclosures
cc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland

L.R. Chandler
Frank Morgan
I.D. Merchant
Ellis Jones
L.H. Young
C.D. Matthis (SIAC)

NOTED
H. S. COX

NOTED
P. B. Arensmeier

NOTED
RICHARD UNREIN

October 13, 1966

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Gentlemen:

On October 13, 1966, a satisfactory bid was received from Ross Bros. Construction Inc., Salem, for constructing the West Delt Line over-crossing (SPSR) Section of FAS 860. As per the agreement between the State and County, the following advance deposit is required from the County prior to awarding of a contract.

Bid Items	$101,030.00
Railroad Protection	10,000.00
12½% Engineering & Contingencies	13,878.75
ESTIMATED TOTAL COST.....	$124,908.75

County Advance Deposit:

20% of $124,908.75 = $24,981.75 or say $25,000.00

Please make this advance deposit in the amount of $25,000 payable by check or warrant to the Oregon State Highway Commission and forward same to this office.

Very truly yours,

H. S. Cox
County and City Engineer

By

NOTED
HAROLD
REYNOLDSON

Harold Reynoldson
Engineering Assistant

HReynr
cc: O. K. Eddy
Director of Public Works

NOTED
R. H. PRANGE

NOTED
DON HARWELL

GENERAL INSURANCE COMPANY OF AMERICA
Home Office: 4347 Brooklyn Ave. N.E., Seattle 5, Washington (A Stock Insurance Company)

SAFECO INSURANCE COMPANY OF AMERICA
GENERAL INSURANCE

Mansfield & Co.
2828 S. W. Corbett St.
Portland, Oregon 97201

Bid Tabulations

PROJECT #6 West Belt Line Overcrossing of Southern Pacific Railroad FAS 860

LOCATION Belt Line Road, Lane County

OWNER Oregon State Highway Department

DATE October 13, 1966

$128,256.50

ITEM NO.	QUANTITY	DESCRIPTION	Ross Bros Salem	104,030 Workman Const Co	109,915.35 T+M Salem	110,960.50	OTHER BIDDERS AMOUNT BID
1		L.S. Shoring, Cribbing, etc.	3,500	17,000	5,000		Tom L dirt, Roe
2	540	C.Y. Structural Exc.	2,700 5	5	5		
3	50	C.Y. Structural Exc. Below Elev. Shown	250 5	10	5		$ 426.4
4	665	L.F. Furnish 10 BP 42 Steel Piling	2660 4	5	4.50		Hoagland Carolina
5	14	Only Drive Steel Piles	1120 80	100	60		
6	4	Only Splice Steel Piles	120 30	30	30		$ 127,697.55
7		L.S. Cl. "A" Conc.	43000	37,740	48,000		Hamilton Eugene
8	10	Only 50' x 55' Type 2 Prestressed Beams	7500 750	780	830		
9	21	Only 60' to 65' Type 2 Prestressed Beams	19320 920	935	985		$ 119,601.00
10		L.S. Metal Reinforcement	17000	15,000	16,400		Stark Grants Pass
11	588	L.F. Metal Parapet Railing	4,410 7.50	7.22	8.50		
12	150	"A" Coating L.F. 8-in. Metal Unperf. Dr. Pi., Type	450 3	3	4.50		$ 113,884.40
			101,030				Hanna Br. Portland
							$ 139,372.00
							$
							$

S-403 R4 7/60

Bond with **GENERAL**

PRINTED IN U.S.A.

RECEIVED
OCT 3 - 1966
FOR FILING
SU-441(6)
2948

September 30, 1966

Board of County Commissioners
Lane County Courthouse
Eugene, Oregon

MISC. CONTRACTS and
AGREEMENTS No. 3140

Gentlemen:

We are enclosing for your records a fully executed copy of a finance-construction agreement covering the West Belt Line Overcrossing in Lane County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
Oregon State Highway Commission

lb
Enclosure

cc: H. S. Cox
Attn: Don Harwell
(Conformed Copy)

RECEIVED
OCT 26 1966
FOR FILING

SU-441 (6)

6948

Salem, Oregon
August 29, 1966

RAILROAD COMPANIES
FILE No. 6-28

Mr. G. E. Rohde
Chief Counsel
B U I L D I N G

Attention: Mr. Jack L. Sollis
Staff Attorney

Construction Agreement
W. Belt Line Overcrossing
Belt Line Road (FAS 860)
Lane County

Agenda Item
4K
8-25-66

Attached for further handling are two copies of a Construction Agreement with Southern Pacific Company providing construction of the West Belt Line Overcrossing on FAS 860 (Belt Line Road) in Lane County.

When this agreement has been fully signed, please return one executed copy to this office for the Commission's files.

Secretary

bb
Attachments

cc: T. W. Litchfield

NOTED
H. S. COX

NOTED
P. B. Arensmeier

August 24, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street N.E.
Salem, Oregon

Dear Sir:

In compliance with the provision of PPM 20-8(1) dated June 16, 1959, the Mayor of Eugene was notified by letter dated July 22, 1966, of Lane County's proposed FAS-4 construction project on FAS Route 860 (Belt Line Road-SPRR Oxing) lying within Eugene.

Public notices concerning the proposed project appeared in the various newspapers in the immediate vicinity. There were no requests for a hearing through the Lane County Board of Commissioners or the City of Eugene, as indicated by letters of August 12 and August 15, 1966 respectively. Therefore, based on the attached, aforementioned correspondence, no hearing was held on this matter.

The State Highway Department and Lane County Board of Commissioners are considering the effects in adopting this location.

Very truly yours,

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

Forrest Cooper
State Highway Engineer

By H. S. Cox by P. V. Hurd
H. S. Cox
County and City Engineer

DNH:nr
Att.
cc: R. L. Porter F. B. Klaboe
Victor Wolfe F. D. Morgan
L. H. Young J. E. Morelock
D. H. Moehring R. N. Chase
L. R. Chandler Floyd Query--Attachments

NOTED

NOTED
R. H. PRANGE

NOTED
DON HARWEL

CITY OF EUGENE

OFFICE OF CITY MANAGER
EUGENE, OREGON, 97401

August 12, 1966

County-City Relations Department
State Highway Department
Salem, Oregon

Gentlemen:

The Eugene City Council received no requests for a public hearing regarding the proposed structure to carry the West Belt Line Highway over the Coos Bay branch line of the Southern Pacific Railway. No public hearing is therefore requested.

Very truly yours,

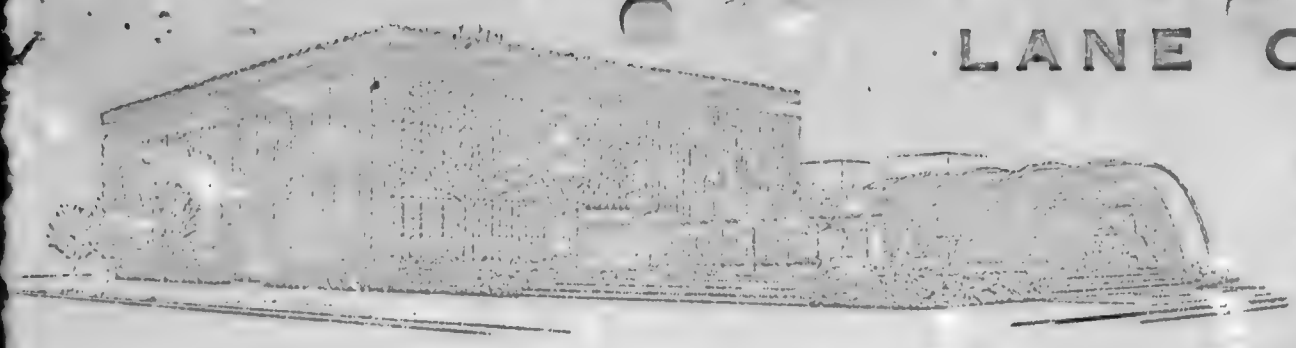
Hugh McKinley
City Manager

HM:lw
cc/Public Works

RECEIVED
AUG 15 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL

FAS 860
Public Hear.



LANE COUNTY

DEPARTMENT OF PUBLIC WORKS
1820 Roosevelt Boulevard
P.O. Box 3156
Eugene, Oregon
Phone 688-5231

RECEIVED
JUL 25 1966
ENGINEER
COUNTY & CITY DIVISION

July 22, 1966

NOTED
H. S. COX

City Council
City Hall
Eugene, Oregon

NOTED
P. B. Arensmeier

Attention: Honorable Edwin Cone, Mayor

Gentlemen:

The Lane County Board of Commissioners and the Oregon State Highway Commission have proposed plans for constructing a structure over the Sounthern Pacific Railroad, Coos Bay Branch, on a Section of FAS Route No. 860 lying within the City of Eugene in Lane County, Oregon.

The route of the proposed project is approximately as shown on the attached exhibit map.

In conformance to state statutes and federal regulations, the County will have a notice published in the Eugene Register Guard newspaper on Saturday July 23, 1966 and Saturday July 30, 1966. This notice will inform interested parties of the proposed project and afford them an opportunity to request a hearing if they so desire.

The notice will contain information asking that any requests for a hearing be directed to the Eugene City Council on or before Friday, August 5, 1966.

A reply as to whether or not any requests for a hearing have been received would be appreciated on or before Friday, August 12, 1966.

Very truly yours,
Lane County Board of Commissioners

By: Gerald K. Attig
Gerald K. Attig
Director of Public Works

cc: City Recorder
City Engineer
County Engineer
County Clerk
Oregon State Highway Dept.

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Gerald K. Attig, Director
John M. Clay, Assistant to the Director
Luther Freeman, Principal Engineer
Harold Williams, Office Manager
Wallace Whiteley, Maintenance Supt.
Orville Rice, Construction Supt.
George Griffin, Subdivision Engineer
Ole Halderson, Bridge Superintendent
Francis Waggoner, County Surveyor

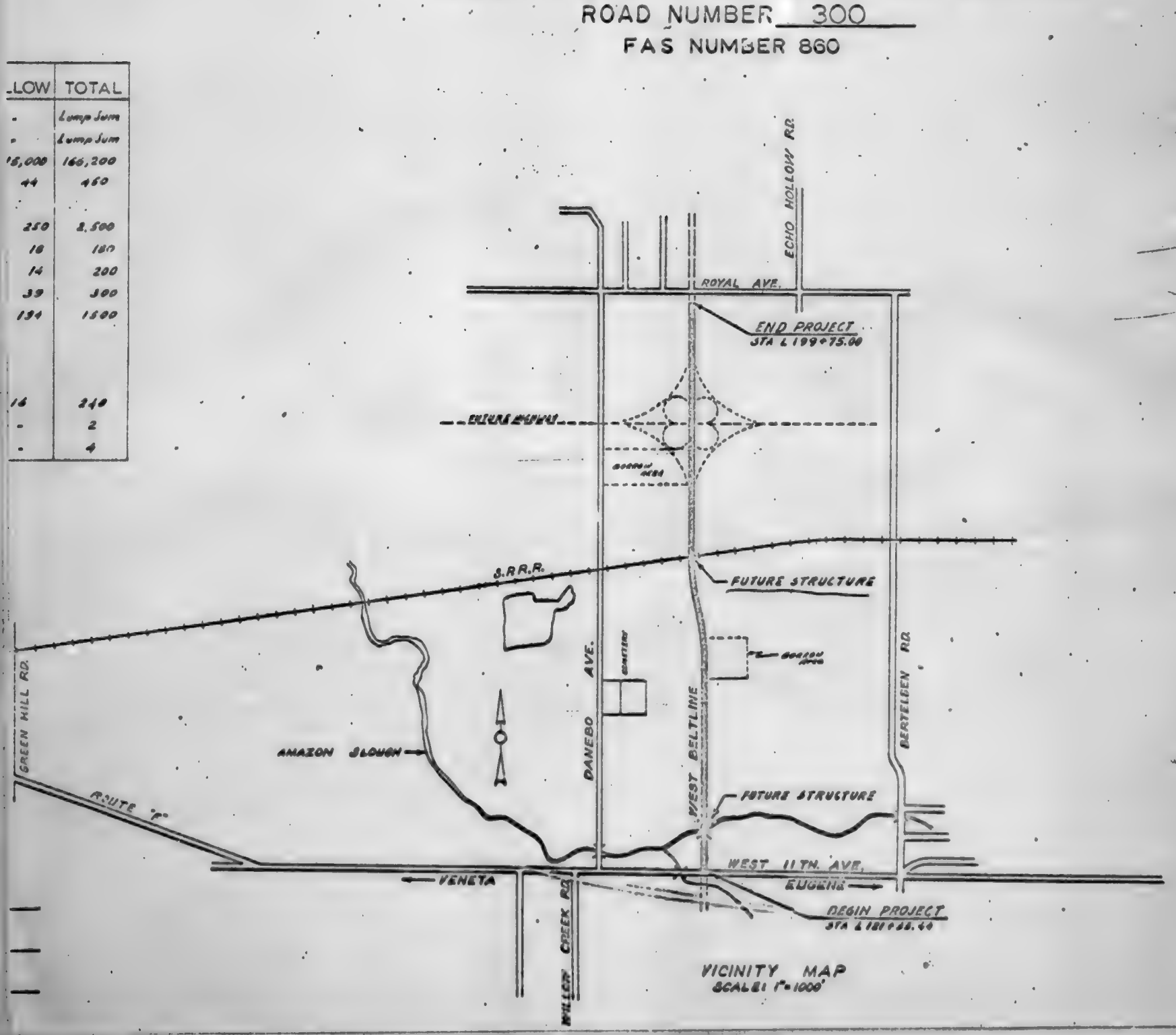
LANE COUNTY

DEPARTMENT OF PUBLIC WORKS

HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT
GRADING
WEST BELTLINE
WEST 11th AVE to ROYAL AVE SECTION
ROAD NUMBER 300
FAS NUMBER 860

LOW	TOTAL
-	Lump Sum
-	Lump Sum
15,000	166,200
44	460
250	2,500
18	180
14	200
39	300
134	1500
16	240
-	2
-	4



VICINITY MAP
SCALE: 1"=1000'

FAS # 860
Lane County
7-14-66 Letter from Engineer
8-12-66 Letter from Engineer
No Hearing Required

July 13, 1966

NOTED
P. B. Arensmeier

NOTED
H. S. COX

Lane County Board of Commissioners
Courthouse
Eugene, Oregon

Attention: Gerald K. Attig, Director of Public Works

Gentlemen:

Lane County and the State Highway Commission propose to enter into an agreement pertaining to construction of the FAS-C project on Belt Line Road, (west Belt Line OXing-SPRR Structure Section) of FAS Route No. 860, lying within the City of Eugene, Oregon. Construction bids on this project is tentatively scheduled for receipt on September 1, 1966.

In compliance with state statutes and federal regulations the public must be afforded the opportunity for a public hearing regarding a project involving the by-passing or going through any city, town, or village, and the economic effects for such a location fully considered.

Please advertise in the appropriate news media for a public hearing as per the enclosed suggested forms pertaining to this type of project, and, in the event of requests for a hearing, the County and/or City should hold same and forward copies of all correspondence and hearing minutes to this office. However, if no requests are received and no hearing held, copies of all correspondence should likewise be furnished this office. This matter should be clear in its entirety at least eight weeks prior to bid letting of project.

If any questions arise, please feel free to call this office.

Very truly yours,

DMHrur
Enclosures
bc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
F. D. Morgan
I. D. Merchant
L. R. Chandler

Forrest Cooper
State Highway Engineer

By

H. S. Cox by D. W. Harwell
H. S. Cox
County and City Division Engineer

NOTED
HAROLD REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
H. PRANGE

Note: County to advertise in paper on July 22, 1966

NOTED
DON HARWELL

MONTHLY TRANSACTION NO. 8-21

DATE SUBMITTED TO W. O. AUG 4 1966

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 21

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION (45 typewriter spaces) 21 65	Co. Rd. 0.8 mi. E. of E. City Limit Eugene	ADT	PRESENT	2,200	FUTURE (66)	7,000	YEAR (70)(71)	86				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 25 62	One RR - Hwy. - Water O'xing	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(68)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)		EMERG. YR. (72)(73)	A-2	PL. AUTH Y (74)
CARD	CLASS OF FEDERAL FUNDS	Secondary											COUNTY NAME		
	NAME OF URBAN AREA 17-31	161 Eugene											ROUTE NO.	S	FEDERAL-AID 860

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43 46	53		(54)(58)	(59) (66)	(67) (76)
5					PE		Co. Rd. 0.8 mi. E. of E. City Limit Eugene and 0.9 mi. N. of Jct. with FAS 238. /S.P.R.R. O'xing (Belt Line Road)/ Lane S			
5	99-4-8				ROW					
5	30			3	CONST (CODE) X971	3		0.06	152,000	91,200
								0.06	152,000	91,200

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23)(24) (33)

AUG 4 1966

B.P.R. OREGON DIVISION

RE

COUN

Por
unde

FAS 860 Lane Co

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

gene (65)	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
		2,200 (66)	7,000 (70)	86 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (9)	956 (14) (18)

UFV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73)	PL. AUTH YR (74) (75)	PROJECT NUMBER PREFIX LETTER(S) (14)	NUMBER (23)	SEQ. NO. (27)	I. Projects Only POST MI. (24) (26)	DESIG.
			A-2		SU -	441 (6)			

COUNTY NAME: Lane — CODE: 039 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO.: S — FEDERAL-AID: 860 (32) — STATE: Co. Rd. (36) (37) — U.S. (41)

MILES (54) (58)	TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Const. one RCDG RR - Hwy. - Water Overcrossing Str. length 292', HC 32'.
					ROW - 120' min.; Access Control-None; Parking Restrictions - None.
0.06	152,000	91,200	30,400	30,400 (County)	
0.06	152,000	91,200	30,400	30,400 (County)	

ESTIMATED PROJECT COST BY PHASES

(16) (23) (24) (33)

RECEIVED
AUG 4 - 1966
ENGINEER
COUNTY & CITY DIVISION

REMARKS: Assistance to displaced persons - None involved.
Portions of this FAS route are being or have been done under Projects S-441(1), (2), (3), (4), and (5).

USCOMM DUSCOMM-DC 46905-P61

S.P.R.R. O'XING (BELT LINE ROAD) Lane 6

PROJECT NO. SU-441(6)

Existing Facilities

None (Located Line)

Adjacent Sections

North End - Road under construction. Will have two 12' paved lanes and two 10' shoulder areas.
South End - Same

Project Data

Construct an R.C.D.G. Overcrossing structure 292' long and 32' wide over the S.P.R.R. Will span one mainline track and one side track, also a 24' wide road and a drainage ditch. Structure designed to permit future widening to a four-lane facility. Track clearance not less than 23'. Crossing covered by PUC Order 42324, January 25, 1966. The project includes necessary RR protective service.

Right-of-Way - 120' minimum
Access Control - None
RR Xing - New Crossing - Two tracks, SPRR (1 main, 1 siding) No RR Benefit
Minimum Design Standards - No exceptions
System Action - Completed
Public Hearing - Necessary and being offered
Unusual or Complicated Situations - None

Route Data

See S-441(1)

RECEIVED
JUL 28 1966
FOR FILING

SU-44(6)
6948

July 27, 1966

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the August 25 meeting an agreement with the Southern Pacific Company providing for the construction of the West Bolt Line Overcrossing on FAS 660 (Bolt Line Road) in Lane County.

The agreement provides for the State to reimburse the Railroad for preliminary engineering, engineering, and inspection and flagging. This work is estimated to be $24,250 which will all be charged against the project cost. Future maintenance of the structure will be the responsibility of the County.

We recommend your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan (Attn. T. W. Litchfield)
L. H. Young
C. H. Maison
L. R. Chandler

TWL:bjm bg

Moved to Closing

15

FAS 860

NOTED
P. B. Lane Co

February 2, 1966
(date)

NOTED
H. S. COX

NOTED
RICHARD UNREIN

RECEIVED
FEB 3 1966
LANE CO. DEPT. OF PUBLIC WORKS

NOTED
R. H. PRANCE

✓	DIRECTOR	NOTED
	ASS'T. TO DIRECTOR	✓
	OFFICE MANAGER	
✓	PRINCIPAL ENGINEER	
	SUBDIVISION ENGINEER	✓
	DESIGN ENGINEER	
	HIGHWAY SUPT.	
	FILE	

Mr. G. K. Attig, Director
Lane County Public Works Department
P. O. Box 3156
Eugene, Oregon

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 860

Section West Belt Line Overcrossing (S.P.R.R.): Structure

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
FEB 4 1966
ENGINEER
COUNTY & CITY DIVISION

February 10 1966
(date)

By Jose Chase

By Kenneth Nelson
Commissioner

By [illegible]
Commissioner

Copy to J. H. Young
Attention Oregon Liaison

Belt Line

FAS 82

Lane Co.

RECEIVED
JUL 26 1966
ENGINEER
COUNTY & CITY DIVISION

NOTED
H.S. C

RECEIVED
JUL 22 1966
LANE CO. DEPT.
OF PUBLIC WORKS

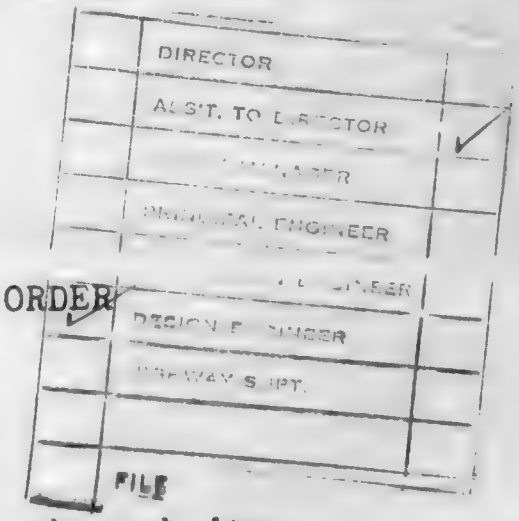
ORDER NO. 42324

NOTED
P. B. Arensmeier

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-333



In the Matter of the Application of)
LANE COUNTY, OREGON)
for authority to cross over the)
tracks of Southern Pacific Company)
Railroad at or near Eugene, Lane)
County, Section 28, Township 17)
South, Range 4 West, Willamette)
Meridian.)

On October 27, 1965, Lane County, through its Board of County Commissioners, applied for authority to establish a railroad-highway crossing and to cross over the tracks and right of way of Southern Pacific Company. The overcrossing structure will be a part of a county road known as the Belt Line Road.

Applicant alleges that the Application is made in accordance with the provisions of Chapter 763 of Oregon Revised Statutes; that a crossing at the location and in the manner proposed is necessary to the safety, convenience and accommodation of the public; that on an average day, 4,000 vehicles and 8 trains will move through the intersection, and that in addition to Lane County and the general public, Southern Pacific Company and its Lessee will be affected by the proposed construction.

Attached to the Application and a part thereof is a drawing numbered 20885, issued by the Lane County Department of Public Works, entitled "West-Belt Line O-Crossing S.P.R.R." Sketches designated as Grade Line and Clearance Diagrams, but otherwise unidentified, were also submitted, and at a later date, a Plan and Elevation of the proposed structure designated as sheet 1 of drawing No. 21014 issued by the Oregon State Highway Department.

NOTED
R. H. PRANGE

NOTED
HAROLD
REYNOLDSON

NOTED
RICHARD UNREIN

NOTED
R. H. PRANGE

NOTED
DON HARWELL

Copies of the Application and the attached drawings were forwarded to the Superintendent and the Attorneys for Southern Pacific Company in Portland, Oregon, and to the Chief Counsel of the Oregon State Highway Commission in Salem, Oregon. No objections were made to the proposed construction or to the granting of the Application in accordance with the terms and conditions set forth therein.

Subsection 2 of ORS 763.080 permits the issuance of an order, under certain conditions and when no issues are raised, granting the authority or the relief requested without the hearing otherwise required under this chapter. Within the purview of the above cited statute no such issues are raised by railroad company or public body in interest.

Due consideration has been given to all that is set forth in the Application, to the record and to the statutory provisions pertaining thereto. The delays that would be occasioned and the expenses that would be incurred by the holding of a public hearing on this matter are not justified, and such public hearing will not be held.

Based upon the Application and the record it is found that:

In connection with the construction of a modern highway designated as Belt Line Road, Lane County proposes to cross two tracks of Southern Pacific Company at a location that is some 4,300 feet northerly from West 11th Avenue and 1,200 feet easterly from Danebo Avenue near the City of Eugene in Oregon.

It is anticipated that such highway upon completion will carry an annual average daily traffic of 4,000 vehicles and that such traffic will materially increase in volume in the next few years.

The railroad tracks to be crossed are a main and a side track of the Coos Bay Subdivision of the Oregon Division of Southern Pacific Company, a railroad as defined in ORS 763.110.

Normal railroad operations require the scheduled movement of 4 trains over the crossing daily, and in

addition thereto, the movement each day of several unscheduled trains.

The overcrossing structure will be approximately 295 feet in length. A line tangent to the curved center line of the completed future roadway at Highway Survey Station L164 + 84.59 will intersect the center line of the railroad track at Railroad Survey Station 166 + 81.86 at an angle of 83° 31' and 7" in the northeast quadrant of the intersection.

The track will pass between Bents 3 and 4 and beneath the 64 foot long span that is supported by a Type II precast and prestressed reinforced concrete beam.

After completion, the horizontal and vertical track clearances that will be provided for the main track and for the second track, which lies 15 feet to the south, will be greater than the minimum clearances that are prescribed by the Commissioner's Rules and Regulations.

Provision will be made for an 18 foot wide roadway which will be used by Railroad for transportation of maintenance vehicles, and, on the opposite side of the existing tracks, for the installation of an additional track.

The gradient of the roadway surface which is supported by the structure deck is on a vertical curve which joins tangent grades of 4% ascending toward the crossing from both the north and from the south. The proposed construction will require no alteration of the elevation or grade of the tracks which are beneath the structure.

Applicant proposes that all costs of the project including the cost of construction and maintenance of the overcrossing structure shall be borne by Applicant. Such proposal, under the circumstances, is just and reasonable and it is approved.

The overcrossing of the railroad tracks which is incidental to the highway to be constructed is for the accommodation of the public. No objections are made to the

location of said railroad crossing, to the manner of its construction or to the method that is proposed for bearing the costs of its construction and maintenance. The crossing of railroad and highway at separated grades is necessary to the safety and convenience of both railroad and highway operations.

From the foregoing it is concluded that the granting of the Application and the establishment of a crossing as proposed is in the public interest. It is therefore

ORDERED that the Application of Lane County for authority to cross over the tracks and right of way of Southern Pacific Company in Section 28, Township 17 S., Range 4 W., Willamette Meridian, near Eugene in Lane County, Oregon, be and the same is hereby granted under the following terms and conditions:

1. The overcrossing shall be constructed in a good and workmanlike manner in conformity with modern, accepted engineering practices and in accordance with the details as shown on the drawings which were attached to the Application and above identified;

2. Southern Pacific Company shall furnish such watchmen, flagmen, inspection and engineering services as may be required to safeguard railroad operations during the construction;

3. All costs of the project including the costs of the construction and maintenance of the overcrossing structure and of reimbursement to Railroad for expenses incurred by them for providing the services above set forth shall be borne by Applicant;

4. After its completion Applicant shall maintain, at its own expense, the overcrossing structure, the roadway thereon and the appurtenances thereto and Railroad, at its own expense, shall maintain its tracks and operating facilities; and it is further

ORDER NO. 42324

ORDERED that the erection of false work or the placement of building materials over the tracks at a height above top of rails of 21 feet or more is hereby authorized for the period necessary to the construction of the overcrossing structure; and it is further

ORDERED that the designation CO-651.4-A be assigned to and maintained at the crossing as a means of its identification in the Commissioner's Catalog of Railroad Crossings in Oregon.

Made, entered and effective this 25th day of Jan., 1966.

Public Utility Commissioner

(SEAL)

W. Beltline

ORIGINAL

RECEIVED
JUL 26 1966
ENGINEER
COUNTY & CITY DIVISION

In the Matter of the Application of Lane County, Oregon, for authority to cross over the tracks of Southern Pacific Company Railroad at or near Eugene, Lane County, Section 28, Township 17 South, Range 4 West, Willamette Meridian

The applicant herein respectfully represents:

1. That the name and address of your applicant are Lane County, Lane County Courthouse, Eugene, Oregon.

2. O.R.S. 763.010 to O.R.S. 763.170.

3. That the applicant proposes to construct approach fills and overhead structure extending from West 11th Avenue in the County of Lane to Royal Avenue in the County of Lane, and that in connection therewith it will be necessary to cross the right-of-way and tracks of Southern Pacific Company Railroad at a point on the West Beltline stationing L 164+84.59 POS equals Station 166+81.86 Southern Pacific Railroad (Coos Bay Branch) and which is more fully set forth by plans and specifications attached hereto and by this reference made a part hereof.

4. That the following persons are affected by the proposed crossing, Southern Pacific Company Railroad & Zip-O-Log Veneer, Inc. (Lessee).

5. That the crossing will be made by means of a grade separation structure, the details of which are shown on the attached drawings, and that the construction of such over crossing is necessary and proper for the service, convenience and safety of the public for the following reasons: Freeway type construction.

6. That the average volume of vehicular traffic over the crossing is 4,000 cars per day, and that the average volume of train movements is 8 trains per day.

7. That the highway will approach the crossing on an ascending grade of 4% from the South and on an ascending grade of 4% from the North as shown on attached profile drawing.

8. That applicant proposed that costs, construction and maintenance of the project shall be in accordance with the following provisions:

(a) Applicant shall bear all costs for entire project.

9. (To be used in case of impairment of clearances during construction. If there is to be no impairment so state).

That during the construction of the proposed overcrossing the statutory clearances provided by Rules 44-005 to 44-155, will be impaired by the erecting and dismantling of false work in connection with the construction to a minimum clearance of ~~19~~ 21 feet from the top of rails and applicant requests that such impairment be authorized during construction.

10. Not applicable.

11. That the said proposed construction is in the NW¼ of the SE¼ of Section 28 in Township 17 South, Range 4 West, Willamette Meridian, Lane County, Oregon.

12. Not applicable.

WHEREFORE, applicant prays for an order permitting such construction in accordance herewith, or for such other and further order as may be proper in the premises.

Dated at , Oregon, this _____ day of _____, 1965.

_____
Name of each applicant

Application must be verified by applicant.

_____
Name and address of attorney

_____

STATE OF OREGON)
) ss.
County of Lane)

BE IT REMEMBERED, that on the _____ day of _____, 1965, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named _____

_____

known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTTMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

_____
Notary Public for Oregon
My Commission Expires: _____

AMENDMENT

In the matter of the Application of Lane County, Oregon, for authority to cross over the tracks of Southern Pacific Company Railroad at or near Eugene, Lane County, Section 28, Township 17 South, Range 4 West, Willamette Meridian.

The applicant herein respectfully represents:

9. (To be used in case of impairment of clearances during construction. If there is to be no impairment so state).

That during the construction of the proposed overcrossing the statutory clearances provided by Rules 44-005 to 44-155, will be impaired by the erecting and dismantling of false work in connection with the construction to a minimum clearance of 19 feet from the top of rails and applicant requests that such impairment be authorized during construction.

Delet the number "19" to read "21".

WHEREFORE, applicant prays for an order permitting such construction in accordance herewith, or for such other and further order as may be proper in the premises.

Dated at , Oregon, this _____ day of _____, 1965.

_____
Name of each applicant

_____
Name and address of attorney

_____

STATE OF OREGON)
) ss.
County of Lane)

BE IT REMEMBERED, that on the _____ day of _____, 1965, before me, the undersigned, a Notary Public in and for said County and State, personally appeared the within named _____

_____
known to me to be the identical individuals described in and who executed the within instrument and acknowledged to me that they executed the same freely and voluntarily.

IN TESTIMONY WHEREOF, I have hereunto set my hand and affixed my official seal the day and year last above written.

_____
Notary Public for Oregon
My Commission Expires:_____

NOTED
H. S. COX

MEMO TO R. N. CHASE Date 1/6/66

FAS 860, LANE COUNTY: S.P.R.R. O-XING (Belt Line Road) SECTION

TERMINI: Overcrossing structure over the Coos Bay Branch of the Southern Pacific railroad.

PROPOSED WORK: Construct an RCDG O-xing structure.

NOTED
R. H. PRANCE

PROJECT LENGTH: 0.006 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	$152,000	~~$91,200~~ $91,200	$30,400	$30,400	

EXISTING FACILITIES: None

NOTED
DON HARWELL

NOTED
P. B. Arensmeier

ADJACENT SECTIONS:

NORTH/[redacted] END: Road under construction. Will have two 12' paved lanes and two 10' shoulder areas.

SOUTH/[redacted] END: Same.

PROJECT DATA: Construct an R.C.D.G. Overcrossing structure 292' long and 32' wide [redacted] over the S.P.R.R. Will span one mainline track and one side track, also a 24' wide road and a drainage ditch. Structure designed to permit future widening to a four-lane facility.

RIGHT-OF-WAY: 120' minimum
ACCESS CONTROL: None

RR XING: Two tracks, SPRR
MINIMUM DESIGN STANDARDS: No exceptions

SYSTEM ACTION Completed
PUBLIC HEARING: None required

UNUSUAL OR COMPLICATED SITUATIONS: None

ROUTE DATA: [redacted] See 3-441(1)

VRJ:nm

NOTED
V. R. JONES

RECEIVED
SEP 22 1965

Form CD-121 (11-63) (Prec. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

KLABOE

SA-441(6)

TO 694X Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: September 17, 1965

In reply refer to: 08-35.3/711.13

REFERRED TO
Yours with all enclosures
BY ASST. STATE HWY. ENGR.
9-22-65

SUBJECT: Oregon Federal-aid Secondary System

Your letter of August 30, 1965 requested approval of an extension for FAS Route 860 in Lane County. We appreciate the extensive justification material which was furnished in regard to this extension; however, the assumption made that this area qualifies under Section A of Instructional Memorandum 50-2-65 is incorrect. It was thought that our July 15, 1965 memorandum concerning this matter made this point clear.

NOTED
F. B. KLABOE

As you know, the 1960-61 study which was proposed as a base for justification of Section A status was a research study of traffic patterns and highway needs for 1960 and 1980-85. This experimental project cannot be construed as a basis of compliance with Section 134 of Title 23, U.S.C. In addition, since the research endeavor was projected upon data largely obtained from studies conducted during 1951, there is some doubt as to the current validity of the base material used. Your Department is to be contratulated, however, on the initiation and zealous leadership providedin connection with the current Eugene-Springfield Area Transportation Study.

As mentioned earlier, this submission includes an impressive justification for the proposed extension of FAS 860. In view of this fact; and your certification that this facility is the next most important road in a descending order of importance irrespective of current status of improvement not currently on the FAS System; and inasmuch as the delineated location of the extension falls without both the urban and urbanized areas of Eugene, we approve effective this date, the extension of FAS 860, as described in the approved copy of Supplemental Tabulation No. 163, attached herewith.

The statement made in the second paragraph of your letter of August 30, regarding selection of the route, is accepted as evidence of compliance with Section 103(c), Title 23, U.S.C., relative to cooperation with local road officials.

Attachment

RECEIVED
SEP 20 1965
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Supplemental Tabulation No. 163

STATE OF OREGON
FEDERAL-AID SECONDARY SYSTEM

Road Designation		Brief Description of Road and Termini	County	Mileage on State Hwy. System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
860	228	From FAS 238 near west city limits of Eugene northerly and southeasterly to FAP 5 in Springfield	Lane	1.1	11.2	12.3

APPROVED Date SEP 1 1965

XERO COPY
XERO COPY
XERO COPY

FORM E-123

COMMISSIONERS
[illegible] CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD [illegible]
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 30, 1965

Mr. A. W. Parsons, Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon

NOTED
F. B. KLABOE

Dear Sir:

Attached for approval are four copies of Supplemental Tabulation No. 163 with maps and supporting data describing the extension of FAS 860, West Beltline Road, in Lane County. The proposed extension of FAS 860 extends along a located line from its present westerly terminus at FAP-3, (Pacific Highway West) north of Eugene southerly along the westerly edge of Eugene to a junction with FAS 238 (Mapleton-Eugene Highway), a distance of 3.7 miles. The West Beltline Road as located traverses a portion of the Eugene Urban Area and all supporting data contained and discussed herein complies with the requirements of IM 50-2-65, paragraph A, pertaining to Urban Transportation Planning in urban areas of over 50,000 population.

The route as proposed has been selected by the State Highway Department and the appropriate local road officials in cooperation with each other, the Lane County Board of Commissioners being the appropriate local governing body making the initial request inasmuch as the West Beltline Route is a Lane County Road. The planning of the route, however, has been a cooperative effort of the various components of Federal, State, and local governments for approximately the last fifteen years as evidenced by various studies and reports made in the greater Eugene-Springfield area. These reports and studies are discussed chronologically as follows:

1. The Oregon State Highway Department Technical Report No. 52-3, entitled Eugene-Springfield Area Origin-Destination Study and Route Analysis 1951, prepared by the Traffic Division of the Oregon State Highway Department in cooperation with Lane County, City of Eugene, City of Springfield, and Bureau of Public Roads. One of the conclusions of this study states "the desire for movement indicated the need for an arterial network in both urban and

suburban neighborhoods, as will develop not only feeder but circumferential facilities." (Page 2, Paragraph 1). In conformance with this conclusion Proposal 34 - West Side Circumferential Route (Pages 82-83) was recommended as a future priority program. The proposed West Beltline route immediately parallels Proposal 34 (see attached copies of pages 82-83 showing Proposal 34).

2. Report on Northern Section Controlled Access Peripheral Road System to serve Eugene-Springfield Area, proposed by the Lane County Commissioner's Advisory Committee for Highway Development, 1958. The advisory committee consisted of members representing the local governments of Lane County, City of Eugene and the City of Springfield, plus the Chamber of Commerce and Central Lane County Planning Commission. This report concluded that existing arterials into and through the Central Eugene Business District were not capable of serving existing and future traffic loads unless - - "a sizable percentage of the present and contemplated traffic can be directed over new routes." It further concluded that travel desire lines shown in the 1951 O. D. Study - - "indicate that this can be accomplished by a peripheral road - - " connecting the Danebo, Bethel, Santa Clara, Willakenzie and Springfield areas. (See attached map entitled Peripheral Route System.)

3. Pursuant to the recommendation of the Advisory Committee's report, Lane County by letter dated March 14, 1958, requested that the peripheral route be placed on the FAS System from FAP-3 (Pacific Highway West) easterly and southerly to FAS 228 north of Springfield. This system action was approved by the Bureau of Public Roads on August 1, 1958, as part of Supplemental Tabulation No. 125. It was later extended to FAP-5 in Springfield on April 21, 1960. It has always been the County's intent to place additional sections of the peripheral route, now known as the Beltline Road, on the FAS System when more definite locations were established.

4. Development Plan Eugene-Springfield Metropolitan Region, 1959, was prepared by the Bureau of Municipal Research and Service of the University of Oregon and the Central Lane County Planning Commission. The Commission consisted of representatives of the Lane County Board of County Commissioners, Cities of Eugene, Springfield, and Junction City, School Districts 4 and 19, Willamalane Park and Recreation District and Eugene Water and Electric Board. This study and report was - - "undertaken in order to forecast probable growth patterns and to project site needs for public facilities in those parts of the region that are presently urbanizing or that are likely to become urbanized in the years just ahead." It further provided

that "preliminary recommendations are also made with reference to the major thoroughfares that will be needed to carry increasing motor vehicle traffic between various parts of the metropolitan region." (Page 1, Paragraph 2) The proposed West Beltline Road was recommended as one of the main arterials to be developed to serve the Bailey Hill and the Danebo-Bethel Planning Areas. (See attached maps showing future development plan for Bailey Hill and Danebo-Bethel Planning Areas).

5. Highway Study; A Research Study of Traffic Patterns and Highway Needs for 1960 and 1980-85, Eugene-Springfield Area, 1961, was prepared and published by the Bureau of Municipal Research and Service, University of Oregon, in cooperation with the Central Lane Planning Council, City of Eugene, City of Springfield, Lane County, Oregon State Highway Department, Bureau of Public Roads and U. S. Housing and Home Finance Agency. One of the main objectives of this study was to develop a plan of arterial highways to provide motor vehicle transportation facilities that will best satisfy the travel desires of the people within the Eugene-Springfield metropolitan area. The plan as recommended included not only the North Eugene, Game Bird, 2nd and 3rd Streets arterials which presently make up existing FAS 860 but also the West Eugene arterial which is being proposed as the extension of FAS 860. (See attached map entitled "Arterial Highway Proposals"). This study made extensive use of the above mentioned 1951 O. D. Study and the 1959 Central Lane County Planning Commission Development Plan in developing its proposed Arterial System. In addition to data available in past studies conducted in the area, findings shown in this report were based on the most up-to-date methods and techniques available. As pointed out in the attached supporting data prepared by the Traffic Engineering Division, the procedures followed in preparing the data contained in this report satisfies the requirements set forth in IM 50-2-65, paragrph A. At a joint meeting held on June 27, 1962, the Policy Committee and The Technical Advisory Committee composed of representatives of local, state, and federal agencies accepted and approved the Highway Study and authorized its subsequent publication.

6. An agreement dated November 22, 1963, was entered into between the State Highway Commission, City of Eugene, City of Springfield and the Central Lane Planning Council pertaining to - - "the preparation of a continuing comprehensive transportation planning study of the Eugene-Springfield Urban Area." (Page 1, Recital 5) "Also, the work previously accomplished by the Bureau of Municipal Research and Service for the Eugene-Springfield Area (1961 Traffic Study) shall be considered by the Administrative Advisory Committee where applicable. (Page 1, Exhibit "A").

The fact that both the State and Lane County in cooperation with other local governing bodies have accepted these studies and have either constructed portions of the proposed Arterial Highway System, or have committed other portions for construction or are pursuing a planned implementation of the recommended plan is proof of the validity of the studies. The County in particular has systematically improved and constructed Laurel Hill (Bloomberg Road), Goodpasture (Delta Highway) and North Eugene (Beltline Road) Arterials, all of which are presently a part of the FAS System and for which both FAS and County funds were programmed. The construction and final usage of these facilities by Lane County and other facilities by the State as part of the over-all transportation plan proves logically that:

1. The presently completed portion of the proposed system does work.

2. The entire recommended plan is compatible with the transportation needs of the area.

3. Further implementation of the system must be advanced as rapidly as possible to meet the requirements of the total plan.

The extension of FAS 860 along West Beltline Road is compatible to anticipated land use as evidenced by the Development Plan, Eugene-Springfield Metropolitan Region, 1959, prepared through the cooperative efforts of the Bureau of Municipal Research and Service and the Central Lane County Planning Commission. The Danebo-Bethel Urban Planning area has been divided into neighborhoods with each neighborhood being bounded by arterial streets and containing its own schools, recreation facilities, residential areas, and feeder routes. These neighborhoods have been planned so that the West Beltline Arterial provides a north-south bisecting corridor which not only directly serves the neighborhoods and the Danebo-Bethel area as a whole but also establishes an arterial connector into and through other planning areas throughout the Eugene-Springfield Metropolitan region. This arterial also traverses the West Industrial Development Area lying along the southerly extremity of the Danebo-Bethel Planning Area and the northerly portion of the Bailey Hill Planning Area, and would serve as a distribution and feeder route diverting the heavy industrial traffic around the Central Business District to the Interstate Freeway and other arterial highway systems.

The design of the facility as proposed by Lane County will be an access controlled expressway type facility based on proper highway design standards. It is proposed to initially construct a two-lane section to carry the anticipated present traffic loads; and, as funds become available, to construct the additional two-lane section

so that the final four-lane expressway will be adequate for future estimated traffic. The location and design has been based on acceptable traffic estimates in which consideration has been given to future land uses and the probable usage of other forms of transportation. In this case the County used the Highway Study of 1961 as a basis for traffic estimates and forecasts. By the construction of interchanges at strategic locations, traffic will be allowed to enter and leave the proposed expressway in such a manner that will permit it to operate efficiently and in the manner for which it is intended. (See attached support data furnished by Traffic Engineering Division; June, 1965.)

Lane County, by the expeditious programming of both FAS and County funds, has improved a substantial portion of the arterial highway system as recommended by the various previously mentioned studies and reports; furthermore, the County is now in a position to further implement the system by the commencement of construction on the West Beltline Road. It is the planned intent to continue to program County and FAS funds for the further construction of the recommended arterial system, particularly the West Beltline Road, within the very near future. Lane County has in fact obtained the right of way and commenced construction on the southerly portion of this proposed route between the Mapleton-Eugene Highway and the Coos Bay Branch Southern Pacific Railroad. In addition, approximately 60% of the right of way of the northerly section has been purchased and negotiations for the properties comprising the remaining 40% are presently being completed.

In view of the foregoing statements and pursuant to PPM 10-1, paragraph 4-b, the extension of FAS 860 has been selected "in descending order of importance irrespective of current status of improvement" and consideration has certainly been given to "existing and potential traffic, the advancement of economic and social values, the conservation and development of natural resources, the promotion of desirable land utilization and other pertinent criteria." Data and recommendations of various studies conducted in cooperation with Federal, State, and local agencies have been utilized in the selection of this route. It is further recognized that there are no other routes of greater importance to place on the system. Compliance with paragraph 4-c(4) is also applicable inasmuch as this route is within an urban area which is located in a "more densely populated section of the State where rural secondary routes and their urban extensions have been substantially improved."

It should be further pointed out that the proposed designation is not a new route but rather an extension of an existing FAS route and that future extensions will eventually provide a peripheral arterial encompassing the entire Eugene-Springfield Urban Area. It

has been the continuing plan and program of Lane County over the past years to extend and construct their FAS System along the recommended arterials as locations have been definitely established and as funds have become available. The extension of FAS 860 not only further implements the proposed arterial system but also serves to integrate all federal aid systems to a greater degree.

It is, therefore, recommended that the extension of FAS 860, West Beltline Road, be approved based on the following substantiating reasons:

1. The extension of FAS 860 meets the qualifications of both IM 50-2-65 dated April 28, 1965, and PPM 10-1 dated May 28, 1965.

2. Lane County has attained the position where the construction of the West Beltline Road is now feasible and desirable.

3. Any delay in the approval of system action would seriously curtail the County's systematic implementation of the recommended arterial system.

4. Both the State Highway Department and Bureau of Public Roads, by their previous approval of other State and local routes to the Federal Aid System have committed themselves, at least in part, to the validity of the recommended arterial system; and the approval of West Beltline Road as an extension of FAS 860 is actually an extension of that commitment.

5. In view of the fact that the present portion of the system, which has been constructed with both Federal and local funds, is so compatible with the entire recommended system it becomes increasingly more important that further extension and implementation of that system should not be delayed.

When Supplemental Tabulation No. 163 is approved it will add 3.7 miles to Lane County's local road FAS mileage and to the total FAS System mileage.

Very truly yours,

Forrest Cooper
State Highway Engineer

by

H. S. Cox
County and City Engineer

RECEIVED
SEP 14 1965
OFFICE OF
STATE HIGHWAY ENGINEER

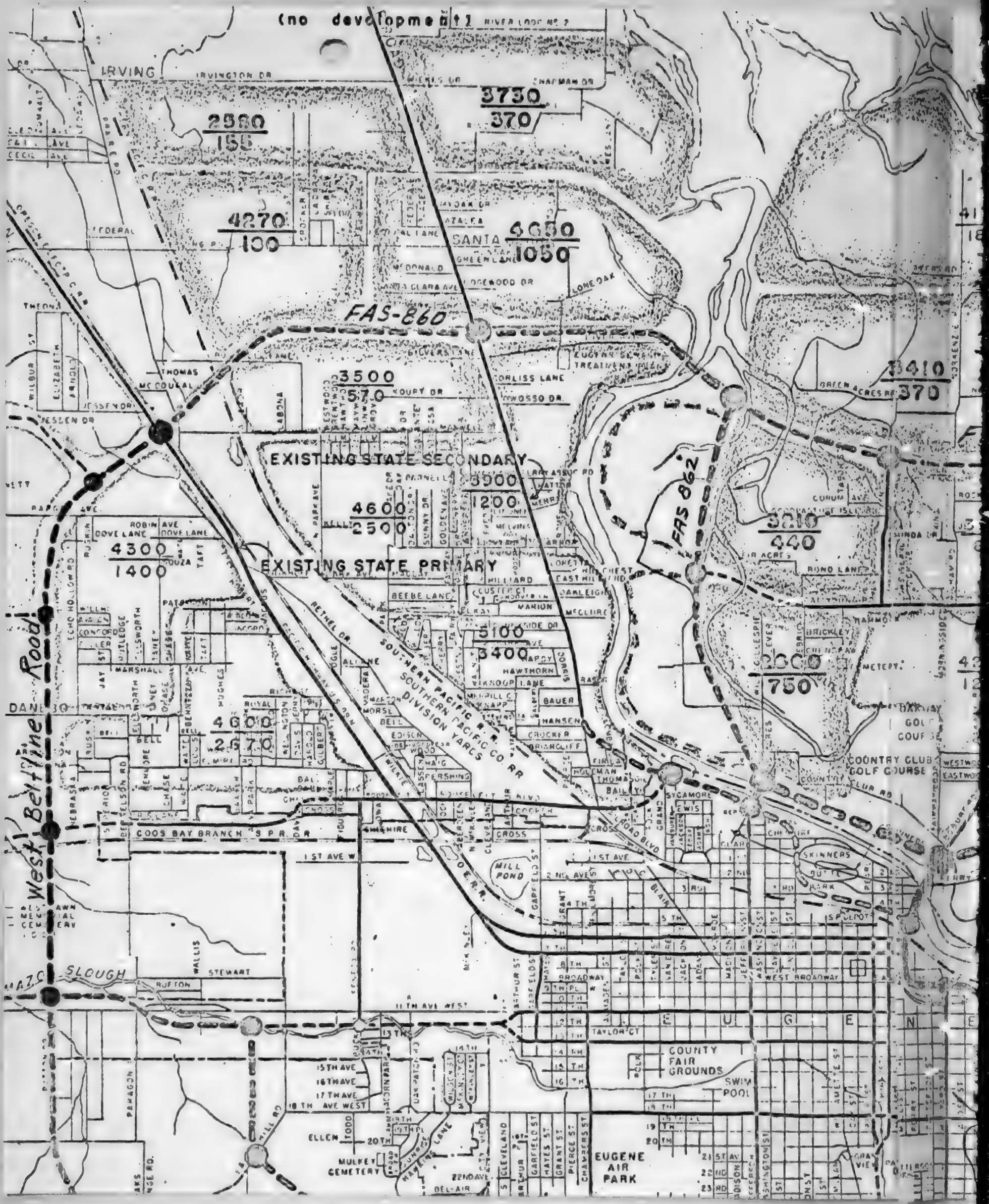
RHP:eb
Att.

PROPOSAL 34

BERTELSON ROAD
From Elmira Road to Bailey Hill Road

At such time as the Danebo Area developes to its fullest and contemplating the other improvements in the Future Program, it will be necessary to develop additional relief arterials to the south of Danebo. This improvement not only accomplishes this but it provides a connection to the Bailey Hill Road. Thus the Bailey Hill Road could connect directly to the 10th - 11th Avenue One-Way Couplet. Although it is beyond the limits of this study the Baily Hill Road should be improved southerly to the Lorane Road.

Proposal 34 — West Side Circumferential Route


(no development)
RIVER LOOP No 2
IRVING
IRVINGTON DR
CHAPMAN DR
3730
370
2580
155
4270
100
SANTA
4650
1050
LONE OAK
FAS-860
THOMAS
McCOLEAL
3500
570
KOURY DR
ORLISS LANE
GREEN ACRES RD
3410
370
EXISTING STATE SECONDARY
3900
1200
4600
2500
FAS 862
3810
440
ROBIN AVE
DOVE LANE
4300
1400
EXISTING STATE PRIMARY
RETHEL DR
SOUTHERN PACIFIC CO RR
DIVISION YARDS
5100
3400
2000
750
COUNTRY CLUB GOLF COURSE
4600
2570
West 11 Bellaire Road
COOS BAY BRANCH S P R R
1 ST AVE W
MILL POND
1 ST AVE
SKINNERS BUTTE PARK
WILLAMETTE SLOUGH
STEWART
RUFTON
11 TH AVE WEST
BROADWAY
WEST BROADWAY
TAYLOR CT
COUNTY FAIR GROUNDS
SWIM POOL
15TH AVE
16TH AVE
17 TH AVE
18 TH AVE WEST
ELLEN TODD
20TH
MULKEY CEMETERY
HAWKINS LANE
22ND AVE
DEL-AIR
EUGENE AIR PARK
PARAGON
HILL RD
CROSS ROAD BLVD
COUNTRY CLUB RD
SYCAMORE
CLOVERDALE
HAWTHORN
BAUER
HANSEN
CROCKER
BRIANCLIFF
PERSHING
MARSHALL AVE
DANEBO
EUGENE

1958
PERIPHERAL ROUTE SYSTEM

L E G E N D

MAJOR THOROUGHFARES (existing and proposed)

RESIDENTIAL NEIGHBORHOOD

3500 / 770 — estimated saturation population / estimated existing population

FUTURE FEDERAL INTERSTATE ROUTE

PROPOSED FEDERAL INTERSTATE ROUTE

ARMITAGE PARK

4170 / 180

3410 / 370

3470 / 165

2360 / 200

4290 / 785

4280 / 1200

5150 / 1800

2540 / 680

3860 / 930

3140 / 580

2690 / 1790

FAS-860

FAS-860

McKENZIE

WILLAMETTE RIVER

MILL POND

MILL RACE

UNIVERSITY OF OREGON

PARK

FIELD

GLENWOOD

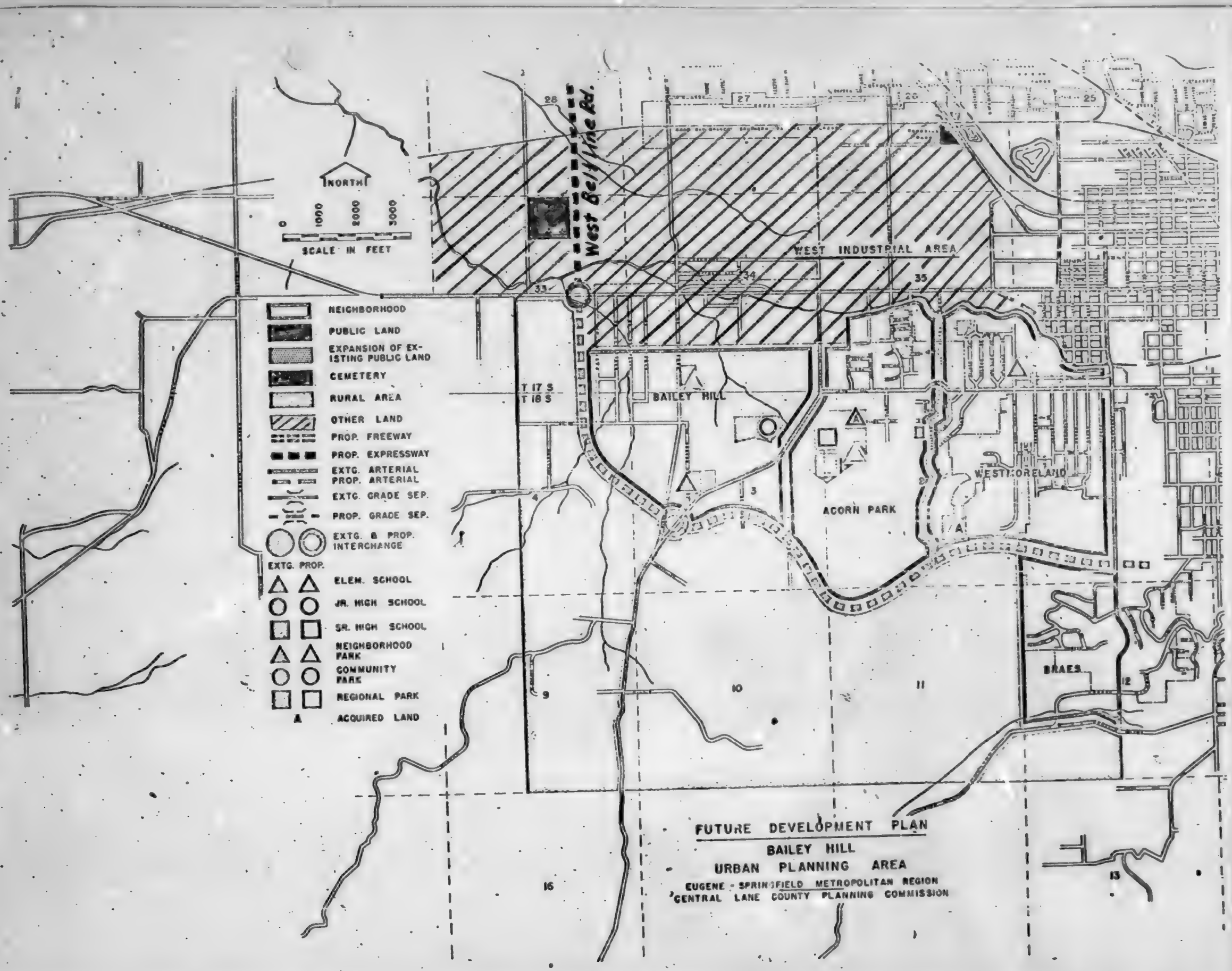
PARKER WOODS

HENDRICKS PARK

LAURELWOOD CEMETERY

PROPOSED FEDERAL INTERSTATE ROUTE GARDENS

9/10/57



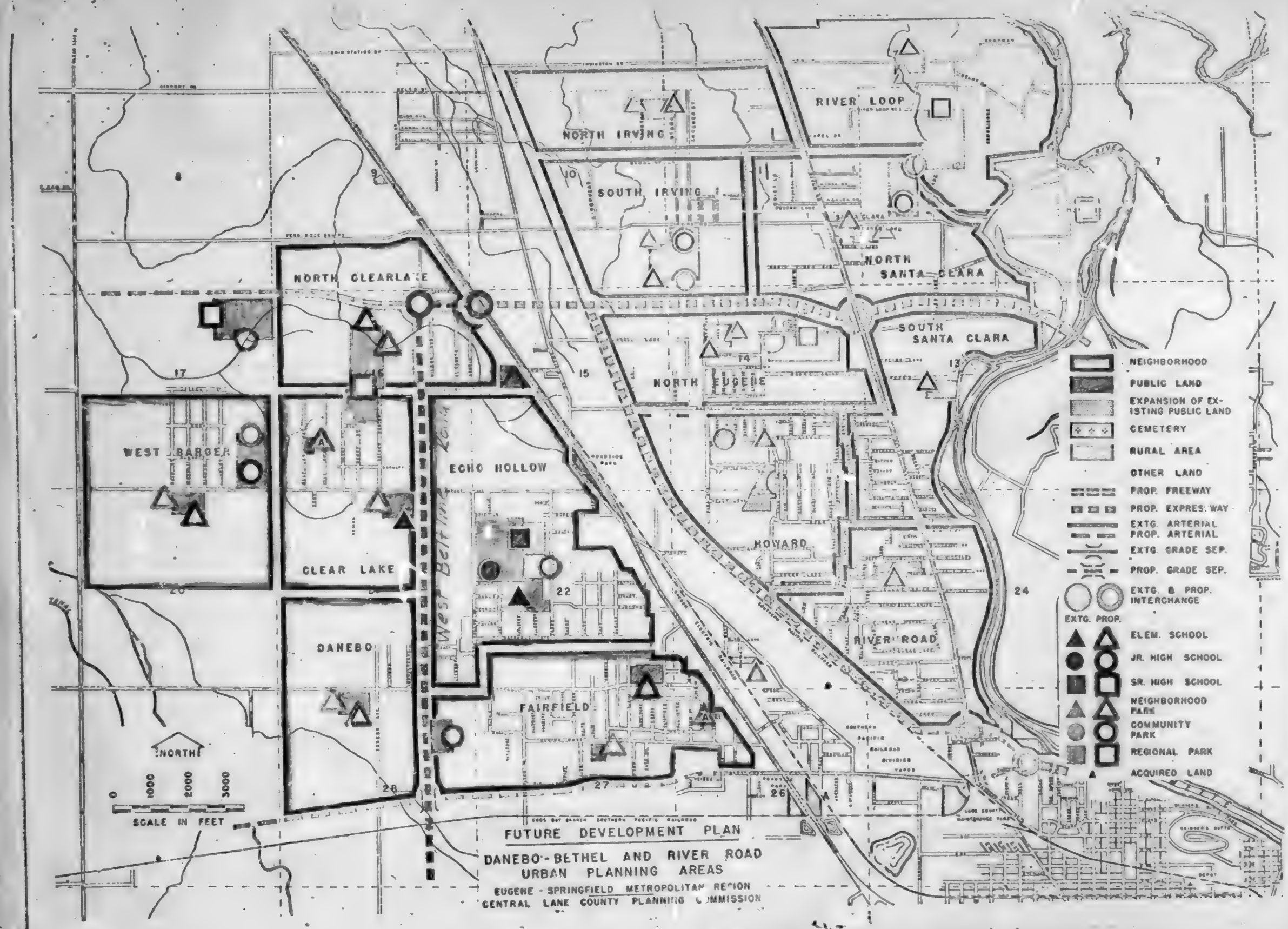
FUTURE DEVELOPMENT PLAN

BAILEY HILL

URBAN PLANNING AREA

EUGENE - SPRINGFIELD METROPOLITAN REGION

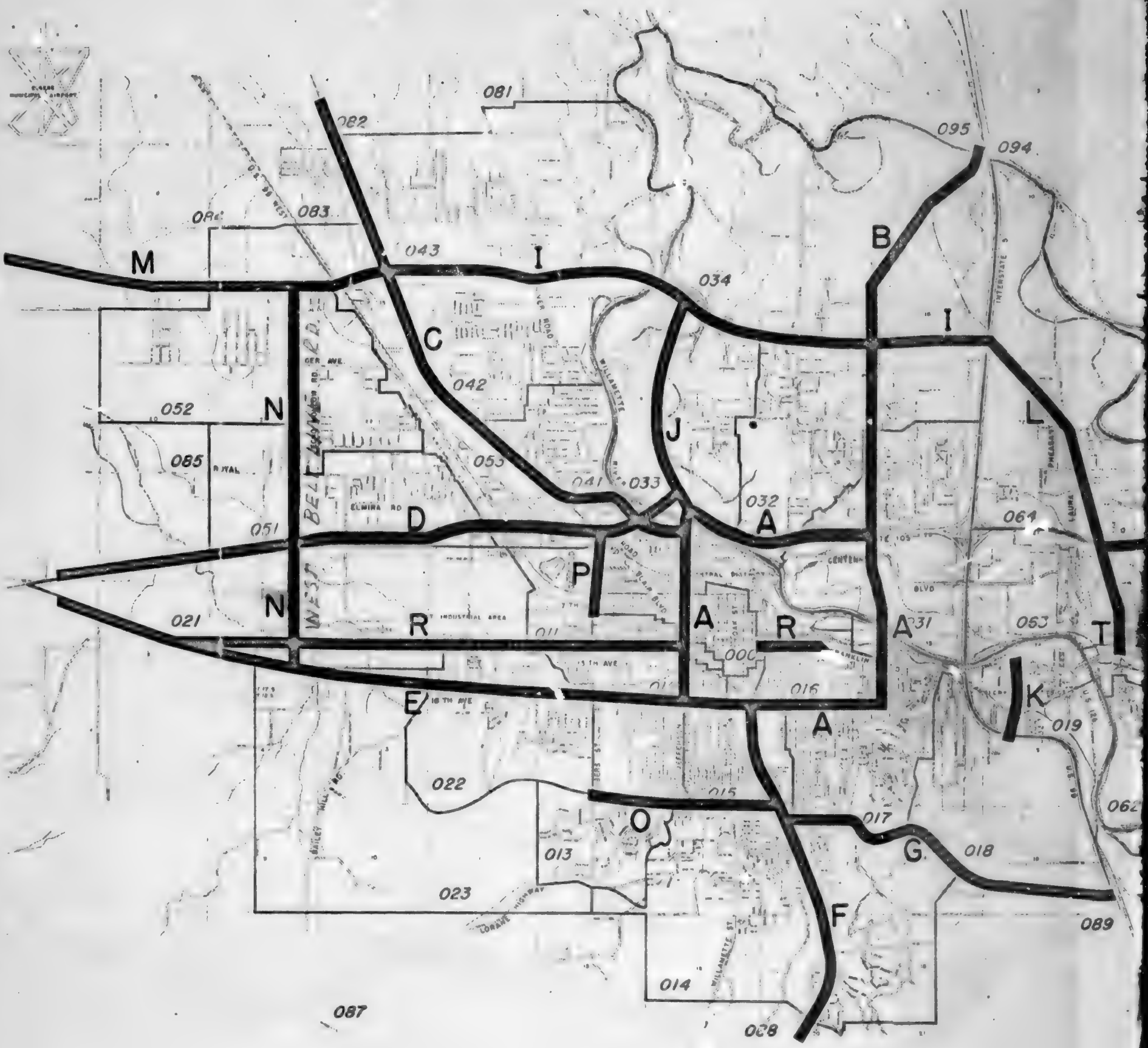
CENTRAL LANE COUNTY PLANNING COMMISSION



FUTURE DEVELOPMENT PLAN

DANEBO - BETHEL AND RIVER ROAD URBAN PLANNING AREAS

EUGENE - SPRINGFIELD METROPOLITAN REGION
CENTRAL LANE COUNTY PLANNING COMMISSION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ARTERIAL HIGHWAY PROPOSALS

EUGENE • SPRINGFIELD AREA • 1980-1985

N

SCALE IN FEET 0 2000

NAME OF HIGHWAY

A - INNER BELT SYSTEM	K - GLENWOOD CONNECTOR
B - ARMITAGE	L - GAME BIRD
C - NORTHWEST (ALONG S.P. YARD)	M - CLEAR LAKE
D - ROOSEVELT	N - WEST EUGENE
E - AMAZON	O - 29TH AVENUE
F - SPENCER BUTTE	P - RIVER ROAD – CHAMBERS CONNECTOR
G - LAUREL HILL (BLOOMBERG)	Q - EUGENE - SPRINGFIELD
H - McKENZIE RELOCATION	R - 11TH AVENUE IMPROVEMENT
I - NORTH EUGENE	S - JASPER CONNECTOR
J - GOODPASTURE	T - 2ND & 3RD STREETS

LETTERS REFER TO TABLE X-1

NOTE: THIS MAP SHOWS ONLY THE GENERAL LOCATION OF ROUTES, UNLESS THE RIGHT OF WAY HAS ALREADY BEEN ESTABLISHED.

095 034 B I L 064 PHEASANT LAURA BLVD A 231 063 T 066 K 019 017 G 018 089 F 062 061 072 091 073 S Q 071 092 093 065 Q H INTERSTATE 5 McKENZIE RIVER C ST MAIN ST 50TH A 30TH ST 42ND ST 57TH ST JASPER RD McKENZIE HIGHWAY EAST INDUSTRIAL AREA

INDUSTRY AND TRANSPORTATION STUDY

EUGENE • SPRINGFIELD AREA • 1961

PLATE 8

OREGON STATE HIGHWAY DEPARTMENT
Traffic Engineering Division
Planning Survey Section
June, 1965

F-A URBANIZED AREA PROJECTS - SUPPORT DATA

The West Beltline Road SPRR Overcrossing structure project within the Eugene Urbanized Area complies with requirements of paragraph "A" of IM 50-2-65 and supplements thereto as indicated by the following data:

1. An agreement between the State and local communities in the Eugene-Springfield Area Transportation Study area has been executed. This agreement establishes guidelines for continuing and updating the study previously conducted during 1960-1961, which was a cooperative venture with the Bureau of Municipal Research and Service, Central Lane Planning Council, City of Eugene, City of Springfield, Lane County and the Oregon State Highway Department participating. Copies of this agreement have previously been transmitted to the Bureau of Public Roads.

2. (A) The above stated project is, or will become part of the future highway transportation plan as indicated on Plate 1, which may be found in the back cover of the report entitled "Highway Study-A Research Study of Traffic Patterns and Highway Needs for 1960 and 1980-85, Eugene-Springfield Area". This plan and report was developed and approved by the Eugene-Springfield Area Transportation Study, and is compatible with anticipated programs for improvement of other forms of transportation. Copies of this report have previously been transmitted to the Bureau of Public Roads.

(B) Anticipated land use in the affected area has been considered in the location and design of the project. Attached is a strip map showing the limits of the project and adjacent future land use functions. The Central Lane Planning Council prepared the land use map and stated that "the proposed route was included in the 'Development Plan' for the Eugene-Springfield Metropolitan Area which was prepared in 1959".

(C) The design of the above stated project is based on traffic estimates provided by the Eugene-Springfield Area Transportation Study which used accepted land use- travel relationships in traffic forecasting. Attached is a statement which details the procedure used to determine 1960 and 1980-85 traffic volumes. Also considered in the design of this facility was the possible use of other forms of transportation.

(D) Future turning movement volumes are not available at this time as the actual design of interchanges is not complete. However, the facility is located in the outer area of the study area and little or no difficulty in providing egress and ingress for the facility is anticipated.

(E) Terminal facilities can be provided, if necessary, without conflict with anticipated land uses.

(F) The land use, transportation network and traffic forecast as adopted on June 27, 1962, is accepted by the current Eugene-Springfield Area Transportation Study as being valid. West Beltline Road, for instance, is included in the First Test System for loading of future trips when these data are developed. The First Test System is that system which will be in existance in the very near future and the facilities contained therein are either presently located or the location of the facility is not subject to change.

STATEMENT OF LAND USE COMPATIBILITY

The following is the statement which was provided by the Central Lane Planning Council:

"It should be pointed out that the proposed route was included in the "Development Plan" for the Eugene-Springfield Metropolitan Area which was prepared in 1959. Subsequent private and public developments in the area have been predicated on the construction of this facility. Because of this, there should not be any disrupting effect on the neighborhood patterns."

ALVADORE NO. 2

SOUTHERN PACIFIC R.R.

F.A.S. 860

OREGON RD.

ELECTRIC

RES.

COMM.

RES.

RES.

BARGER AVE.

RES.

SCHOOL

RD.

HILL RD.

AGRICULTURE

RES.

SCHOOL

SCH.

COMM.

ECHO HOLLOW RD.

RES.

RES.

ROYAL

RES.

RES.

ELMIRA

Approx. alignment of future Hwy. 126

Future M-3 upon Completion of Hwy. 126

PROPOSED BRIDGE

RD.

GREEN

COOS BAY BRANCH SOUTHERN PACIFIC R.R.

ZONED M-3 HEAVY INDUSTRY

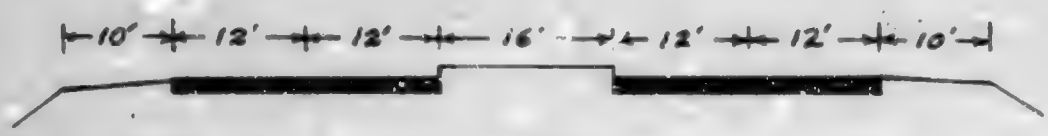
BERTELSON RD.

126

(MAPLETON - EUGENE HWY.)

10' 12' 12' 16' 12' 12' 10'

TYPICAL SECTION (ULTIMATE)



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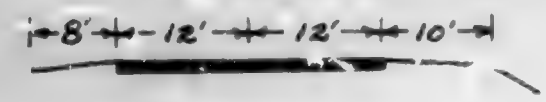
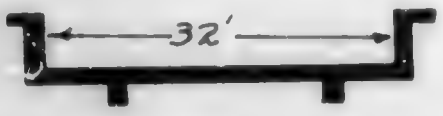


TYPICAL SECTION (IMMEDIATE)



TYPICAL SECTION (PROPOSED BRIDGE)

PROPOSED F.A.S. 860

N

LAND USE MAP

WEST BELTLINE ROAD

PACIFIC HWY. WEST - MAPLETON - EUGENE HWY.

LANE COUNTY

SCALE: 1"=2000'

JUNE 1965

WEST BELTLINE ROAD

1960 and 1980 - 85 VOLUMES

During 1960 and 1961 a research study of traffic patterns and highway needs was conducted in the Eugene-Springfield Area. This study was a cooperative venture with the Bureau of Municipal Research and Service, Central Lane Planning Council, City of Eugene, City of Springfield, Lane County, and the Oregon State Highway Department participating. The Bureau of Public Roads and the Housing and Home Finance Agency aided the study financially.

A report entitled "Highway Study: A research study of Traffic Patterns and Highway needs for 1960 and 1980 - 85 Eugene-Springfield Area" was prepared by the Bureau of Municipal Research and Service. This report contained, among other things, the 1960 traffic patterns and street plan and an analysis of a transportation system which was designed to handle the predicted 1980-85 traffic.

On June 27, 1962, there was a joint meeting of the Policy Committee and the Technical Advisory Committee. There was a representative from each governmental agency concerned with the study at the meeting. The report submitted by the Bureau of Municipal Research and service was approved and subsequently published.

The existing transportation study being conducted in the Eugene-Springfield Area is a continuation of this study and the present contract points out that "the work previously accomplished by the Bureau of Municipal Research shall be considered by the Administrative Policy Committee where applicable."

Plate 1, which can be found in the back cover of the report, shows the system to which 1980-85 trips were assigned. The volumes which were assignable to each facility are also shown and a detailed description of the loadings may be found in Chapter 3 (Major Arterial Needs).

In order to determine what volume would have used West Beltline Road had it been open to traffic in 1960, the table of 1960 zone to zone movements was used. This table (A-3) can be found on Page IX in the appendix of the report. The zone to zone trips which were logically attributable to the West Beltline Road were assigned on an all or nothing basis. Although this is not entirely exact, this method is satisfactory, particularly since the West Beltline Road is located near the edge of the study area where north-south roads are sparse and the choice of facilities is limited.

As a check, the comparable 1980-85 zone to zone trips for the zones used to assign 1960 trips to West Beltline Road were totaled and compared to the volume assigned to the facility in the report. The comparison (hand assigned Volume 6010 Vs report Volume 6000) was very close which would indicate that the proper zones were used. Therefore, it is assumed that the 1960 ADT which would have used the facility had it been constructed would have been approximately 1750 vehicles. The 1980-85 ADT which will use the facility, based on loading the full system will be, as shown in Plate I of the report, 6,000 vehicles.

EVALUATION OF COMPREHENSIVENESS OF THE 1960-61 STUDY

In order to establish that the study of traffic patterns and highways for 1960 and 1980-85 for the Eugene-Springfield Area conducted during 1960 and 1961 was, in fact, a comprehensive and cooperative venture, the following is submitted:

On September 13, 1963, Instructional Memorandum 50-2-63 (1) was issued by the Bureau of Public Roads. It was the aim of this IM to "supplement the definitions and interpretations in IM 50-2-63 concerning the transportation planning process and the need for cooperation between states and the local communities".

For comparative purposes, the publication entitled "Highway Study - A Research Study of Traffic Patterns and Highway Needs for 1960 and 1980-85, Eugene-Springfield Area" will be used to show that the study did follow the guidelines set forth in the IM 50-2-63 (1). Under the heading Transportation Planning Process, ten basic elements were listed. A summary of these elements will be given and it will be shown that the 1960-61 study complies substantially with this IM.

1. Economic factors affecting development - this study is needed to estimate the total change in the level of economic activity in the study area from the present to the forecast year. Included in this study should be employment data, income data, the study area's economic advantage in holding and attracting industries and workers, costs of production, characteristics of the labor force, geography of the region, analysis of past trends, etc.

In Chapter 2, Section II, page 9 of the previously mentioned publication, a brief discussion of the methods of analyzing the present and future economic activities of the area can be found. A more extensive discussion can be found in the two other publications mentioned in the report, namely "Employment Forecast" and "Industrial Location" both of which were a phase of the industry and transportation study for the Eugene-Springfield Area. These publications show clearly that the economic forecast was not merely extrapolations of recent trends, but a comprehensive study.

2. Population studies - This study is required to provide an estimate of the total potential trip makers at some future time. Included in this study should be data derived in previous studies (estimates of current population and future forecasts), andindependent forecast made by an approved method, consideration of the composition of the population, special characteristics of the study area, average household size, etc.

In Chapter 2, Section II, pages 7-9, a discussion of the methods used for population prediction is presented. It is readily apparent that this requirement is completely satisfied.

3. Land Use - This study is required for determining future travel movements and transportation needs. Various data are required to satisfy this requirement. These data may be obtained from field surveys, secondary sources, or a combination of both.

The 1960-61 study utilized land use data which were collected by the Central Lane Planning Council. A report entitled "Development Plan, Eugene-Springfield

Metropolitan Region" was published by the Central Lane Planning Council in 1959. This report was utilized extensively in preparing the 1960-1961 report and as this was a cooperative venture, information was readily obtainable directly from the Central Lane Planning Council. This report showed both existing land use data and a future land use plan.

4. Transportation facilities including those for mass transportation - This study should provide complete information on the physical features and operational characteristics of each link of the major street network.

   Data that are required to evaluate the existing highway system would be capacities of the roadways, volumes on each link, speed of traffic movement, frequency and location of accidents.

The report points out in Chapter 2, Section I, that each of these categories is entirely satisfied, except for the frequency and location of accidents. Although accidents were not specifically mentioned in the report, they are always in the minds of the traffic engineer. Again, as this was a cooperative venture, the traffic engineers from the Oregon State Highway Department and the City of Eugene had to use their knowledge of the accident history of various locations in order to make any recommendations. Accident costs were mantioned in the report, however.

5. Travel patterns - IM 50-2-63 (1), states that the travel patterns can be done either by inventory (O-D Surveys) or by utilizing a mathematical model which has been properly calibrated and tested. It further states that "the use of a model for developing the current travel pattern will be acceptable if the procedure used satisfies the following tests:

a. The total number of person trips, auto driver trips, transit trips, truck trips, taxi trips and work trips are in reasonable agreement with controls independently established.

b. Trip generation equations used for estimating travel should be in reasonable agreement with actual relationships in the area being studied, and the trip length frequency distribution (and average trip length values) of estimated and actual travel should be similar.

c. The number of work trips estimated to be destined for selected employment areas within the city should compare with actual employment data within reasonable limits.

d The distribution trips crossing preselected screenlines should compare within acceptable limits with actual volumes measured on facilities crossing these lines. These screenlines should be placed so as to measure different portions of the travel pattern. The check should be made for vehicle trips and for transit trips where the latter are significant. If screenlines are used for calibrating the model, the same screenlines must not be used for testing the reliability of the results.

e. Weighting factors used to calibrate the travel distribution formula must be correlated logically with characteristics of the area where supplied. The use of factors merely to provide a "match" between estimated and actual travel patterns will not be considered acceptable.

f. The assignment of the synthesized vehicular travel to the current highway network should produce a reasonable comparison with actual ground counts and vehicle-miles of travel.

Section II, Chapter 1 and Chapter 2 of the report explains fairly thoroughly the methods and procedures used in calibration of the Gravity Model. It should be pointed out that at the time of this study, the Gravity Model was a relatively new tool and some of the calibration was based on information from other studies. These chapters do show that this requirement is satisfied.

6. Terminal and transfer facilities - this requirement will indicate the availability of adequate terminal and transfer facilities at trip origins and destinations.

This requirement was somewhat de-emphasized in the 1960-61 Study. A previous study of parking in Eugene and additional tabulations showing the number of parkings in the Central Business District classified by purpose of trip and type of vehicle were supplied by the Highway Department for use in this study.

7. Traffic engineering features - this requirement merely encourages examination of the existing system in detail to determine ways of increasing capacity.

It is virtually impossible to consider methods of handling overloaded facilities without looking at ways to increase the existing capacities. Several minor traffic engineering recommendations such as signal progression, parking prohibition, etc. are made in the report.

8. Zoning ordinances, subdivision regulations, building codes, etc. - land use controls are important to protect the traffic-carrying capability of and public investment in transportation facilities, and should, therefore, be considered.

This element was not given the concentrated effort outlined in the HM by the study. It should be pointed out, however, that the local planning agency has not been sitting still on this matter and zoning ordinances, subdivision regulations, building codes, etc. are currently in effect and are constantly being reviewed

9. Financial resources - A study of past and future revenues as they relate to transportation planning is necessary in order to make discussions about the future transportation plan.

The joint meeting of the Coordinating and Technical Committees of the study held on June 27, 1962 set the stage for continuing studies which would analyze costs, financing, priorities, jurisdiction and responsibility and other matters. At subsequent meetings progress was made on these items.

10. Social and community value factors - Each proposed facility should blend into the over-all land use picture and full consideration should be given to the possibility of utilizing these facilities to raise the standards of the urban area.

Again, this was a cooperative study. The local planning agency, each city, the county, and the state all participated in the study. The Central Lane Planning Council using its Development Plan as a guide contributed to the study and kept the study from conflicting with social and community factors.

Under the heading of Cooperatively in the IM, the definition is given that cooperation is construed to mean that each jurisdiction having authority and responsibility for actions for region wide significance should have appropriate voice in the transportation planning process, either through direct participation or through adequate representation. This requirement was satisfied completely in the 1960-61 study.

Although the 1960-61 study was a research project, this should not detract from the fact that it did fulfill the outline set forth by the Bureau of Public Roads. In fact, the Eugene-Springfield Area had fulfilled the requirements of the 1962 Highway Act before the act was passed, and went immediately into the continuing phase soon after the passage of the act. The fact that the requirements were fulfilled before required by law should be beneficial rather than detrimental to the area.

The synthetic method of estimating zone to zone movements, while not based upon the quantity of data compiled in a complete origin-destination study is not necessarily incorrect. A great deal of effort went into this procedure and the best methods available at the time were used. Indeed, chances are very good that the procedures presently being used will be out dated within the next five or ten years.

The study did develop a transportation system in a cooperative manner, did analyze this system, and did gain the approval of this system by the local and state agencies. A testimonial to the concurrence in the transportation plan by each agency is the fact that several of the facilities recommended have been or are being constructed. Other portions of the system are in the long range plans of each agency.

It is hard to interpret it any other way than: The recommended and approved plan is in the implementation stage.

Comparison of Trip Production Characteristics Used in the 1960-61 Study with those found in other Oregon Cities

As is pointed out in Section II, Chapter 1 of the report published as a result of the 1960-61 study conducted in the Eugene-Springfield Area, trip production depends largely on vehicle ownership.

For the purpose of the 1960-61 study, three trip purposes were considered: (1) home-based work trips, (2) other home-based trips (3) non home-based trips. A trip generation factor for each of these categories was determined. From tables shown in the Factual Data Reports for the Salem Area Transportation Study and the Portland-Vancouver Metropolitan Transportation Study equivalent factors were computed. The following table shows these comparisons:

Trip Purpose	Trips Per Car		
	PVMTS	SATS	1960-61 Study
Work Trips (home connected)	1.0	1.0	1.2
Other Home Based	1.9	2.0	2.0
Non-Home Based	1.4	1.4	1.2
TOTAL	4.3	4.4	4.4

From preliminary tables of data collected in the current study, the total trip production per car is 4.4 trips.

Each of the existing studies being conducted in Oregon shows trip production per car to be very close to those used in the 1960-61 study. This, along with the preliminary values found in the current study, substantiates the trip production rates used in the 1960-61 study.

Supplemental Tabulation No. 163

RELATION OF FAS MILEAGE TO TOTAL COUNTY ROAD MILEAGE

County	Total County Road Mileage	Existing FAS Milerge	% of Total County Road Milerge	Revised FAS Mileage	Revised % of Total County Road Mileage
Lane	1299.9	173.4	13.3	177.1	13.6

Supplemental Tabulation No. 163

STATE OF OREGON
FEDERAL-AID SECONDARY SYSTEM

Road Designation		Brief Description of Road and Termini	County	Mileage on State Hwy. System	Mileage on Local System	Total Length
FAS Road No.	State or Local Road No.					
860	228	From FAS 238 near west city limits of Eugene northerly and southeasterly to FAP 5 in Springfield	Lane	1.1	11.2	12.3

FAS-860

Proposed Extension

FAS-238

Danebo

Danebo Station

Finn

WILLAMETTE AIR PARK

ROYAL

CROW ROAD

RICHARDSON

SOUTHERN PACIFIC COMPANY

ELLSWORTH ST

TANEY ST

MARSHALL

HAWTHORNE AVE

STEWART

WOOD AVE

CROWN HILL AVE

FULLER AVE

CONCORD ST

WILLIAMS ST

ELIZABETH ST

RUPPLEDGE ST

JAY ST

ECHO

HOLLOW

ALL WORTH ST

CHASE ST

WAITE ST

ARCHIE ST

DAIRY RD

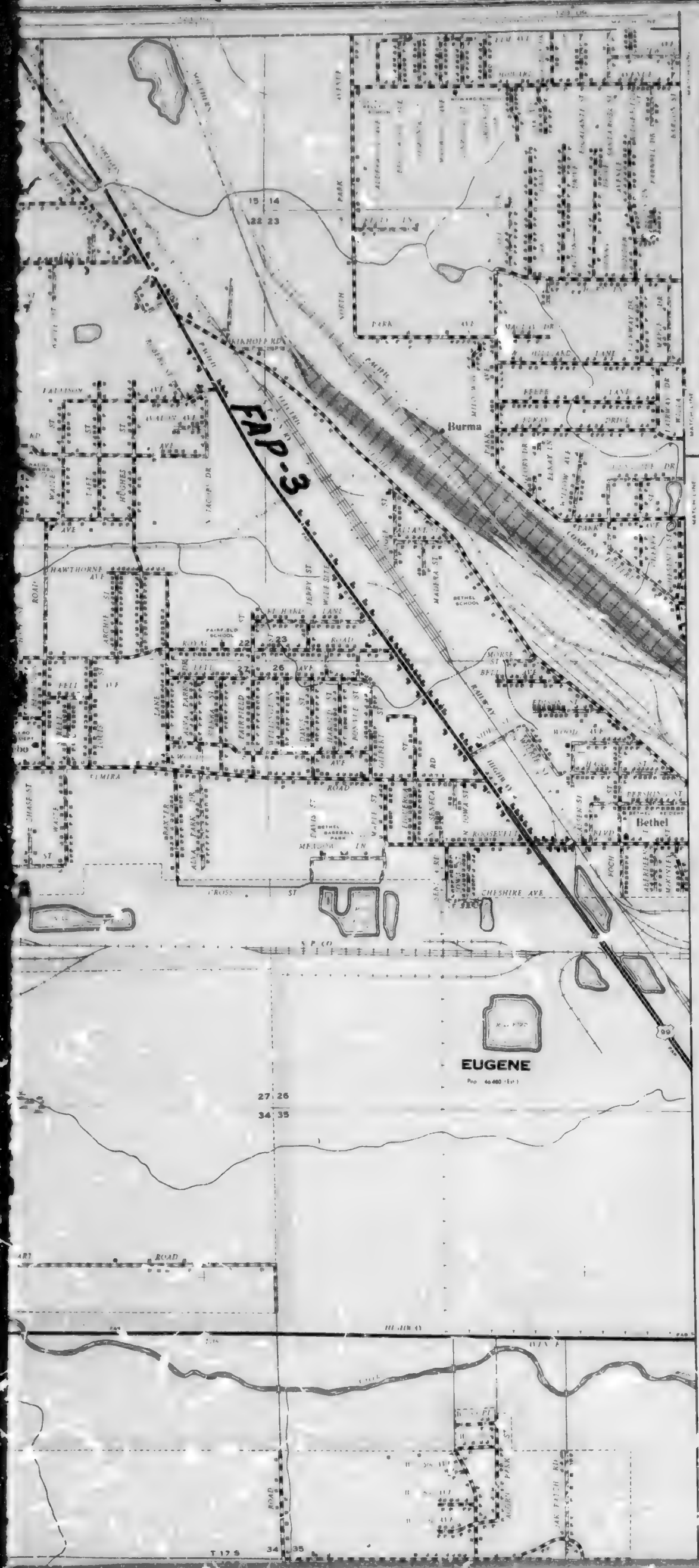
KENNAVE

ROAD

CREEK

Willamette River

Diversion Channel



LEGEND

- PUBLIC USAGE — PRIVATE ROAD
- IMPASSABLE ROAD
- PRIMITIVE ROAD
- UNIMPROVED ROAD
- GRADED AND DRAINED ROAD
- SOIL SURFACED ROAD
- GRAVEL NOT GRADED OR DRAINED ROAD
- GRAVEL GRADED AND DRAINED ROAD
- PAVED ROAD LOW TYPE
- PAVED ROAD HIGH TYPE
- MULTIPLE LANE — DIVIDED ROAD
- ONE WAY ROAD
- FEDERAL AID PRIMARY HIGHWAY
- FEDERAL AID SECONDARY HIGHWAY
- CRE ROUTE — US ROUTE
- 1.5 DISTANCE BETWEEN POINTS
- MINOR STRUCTURE
- BRIDGE — GRADE SEPARATION
- FERRY FF-FREE TF-TOLL
- DAM ROAD ON TOP
- DAM WITH LOCKS
- TUNNEL
- CATTLE UNDERPASS
- GATE
- INTERMITTENT STREAM
- STREAM
- RIVER N-NAVIGABLE
- DOCK PIER OR LANDING
- LAKE POND OR RESERVOIR
- DRAINAGE DITCH
- IRRIGATION DITCH
- PROMINENT MOUNTAIN BUTTE OR PEAK
- RAILROAD STATION
- GRADE CROSSING
- ABOVE ROAD
- BELOW ROAD
- AIR ROUTE
- AIRFIELD — AIRPORT
- LANDING AREA OR AIRSTRIP
- AIRFIELD, MILITARY
- SEAPLANE BASE CIVIL
- AIRWAYS LIGHT BEACON
- WEATHER OBSERVATION STATION
- STATE CAPITOL
- COUNTY SEAT
- CITY OR LOCALITY

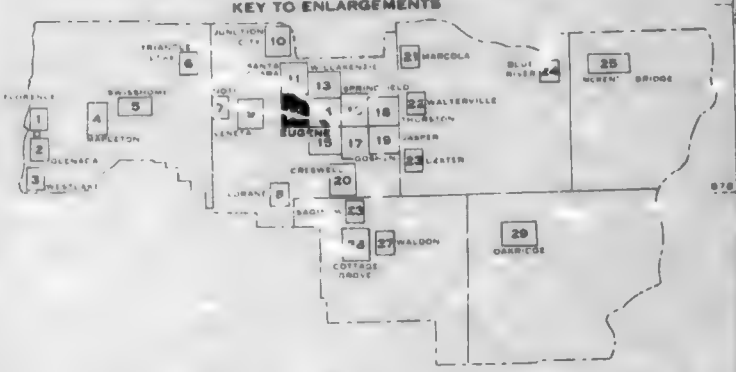
IN USE / NOT IN USE

- FARM UNIT
- DWELLING, OTHER THAN FARM
- GROUP OF DWELLINGS
- PUBLIC BUILDING. T-TOWNHALL, G-GRANGE
- SCHOOL
- CHURCH
- CEMETERY
- FIRST AID STATION
- HOSPITAL
- RADIO STATION, WITH CALL LETTERS
- POST OFFICE OR (+) ATOP ANY BUILDING
- BUSINESS ESTABLISHMENT
- FACTORY OR INDUSTRIAL PLANT
- SAWMILL
- GRAIN ELEVATOR
- WAREHOUSE
- STOCK LOADING PEN
- POWER PLANT - HEATING PLANT - PUMP HOUSE
- POWER SUBSTATION
- TRANSMISSION LINE
- WATER TANK — OIL TANK — GAS TANK
- DISPOSAL D-DUMP S-SEWAGE INCINERATOR
- ROAD MATERIAL STOCK PILE SITE
- GRAVEL OR CINDER PIT — QUARRY
- MINE
- CAMP AREA OR LODGE
- PARK OR CLUB. SP-STATE MP-MUNICIPAL MPG-GOLF RC-RIFLE AP-ATHLETIC GC-GUN YC-YACHT EC-EQUESTRIAN
- FAIRGROUNDS OR RACE TRACK
- DRIVE-IN THEATER
- MILITARY INSTALLATION
- FOREST RANGER STATION
- OBSERVATION OR LOOKOUT TOWER
- FISH HATCHERY
- BENCH MARK
- TRIANGULATION STATION

ROADSIDE CULTURE AS OF 1955

This map has been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS



GENERAL HIGHWAY MAP

LANE COUNTY

FAS-233
Proposed Extension
FAS-
Danebo Station
WILLAMETTE AIR PARK
Finn
RICHARDSON ROAD
CROW
WILLOW CREEK
MOTLOW CREEK
Amazon
Amazon
Diversion
Channel
PACIFIC
COMPANY
BURTCHSON ROAD
DANEBO ROAD
ROYAL
GLENHAVEN DAIRY RD.
LABELLE DRIVE
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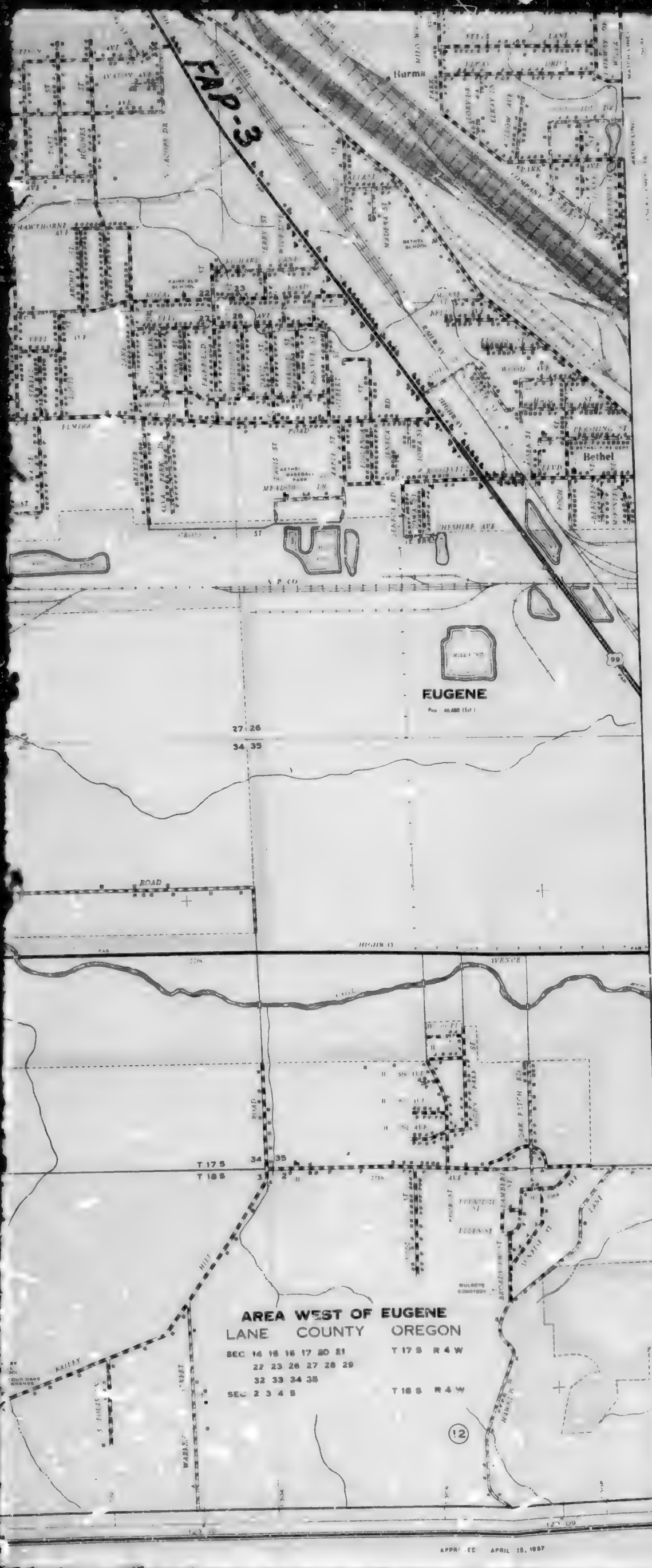
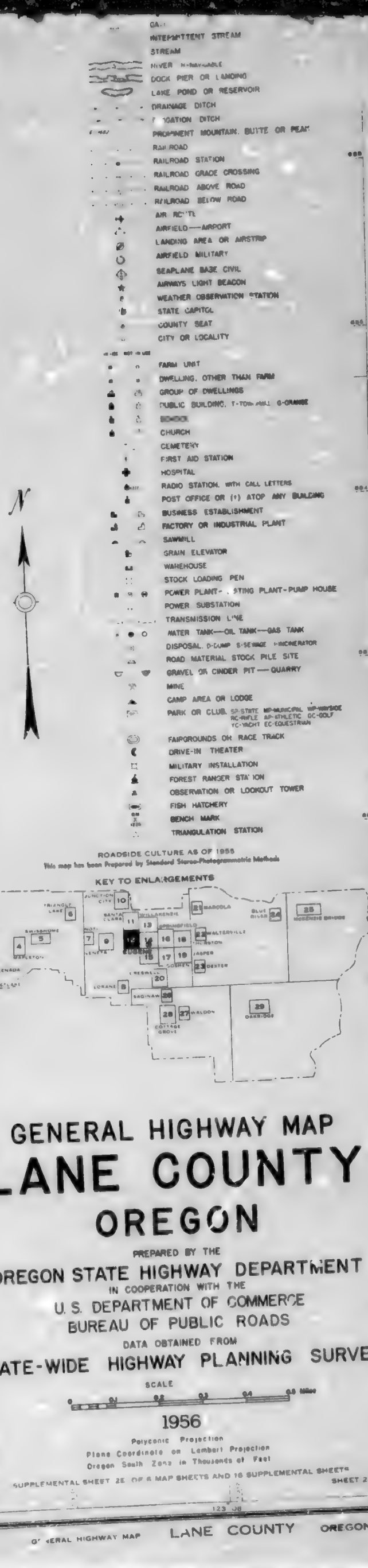




ROADSIDE CULTURE AS OF 1955
This map has been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 1 2 3 4 5 Miles

1956

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

SUPPLEMENTAL SHEET 2E OF 6 MAP SHEETS AND 16 SUPPLEMENTAL SHEETS
SHEET 2E

APPROVED APRIL 15, 1957

Meadow View

BLUE STAR MEMORIAL REST AREA

PACIFIC

OREGON

MATHER

PANHE

PRAIRIE

LINN

AUBREY

COMPANY

LANE

DRIVE

29 28
32 33

27
34

T 16 S
T 17 S

Awbrey

HIGHWAY

ELECTRIC

99

Enid

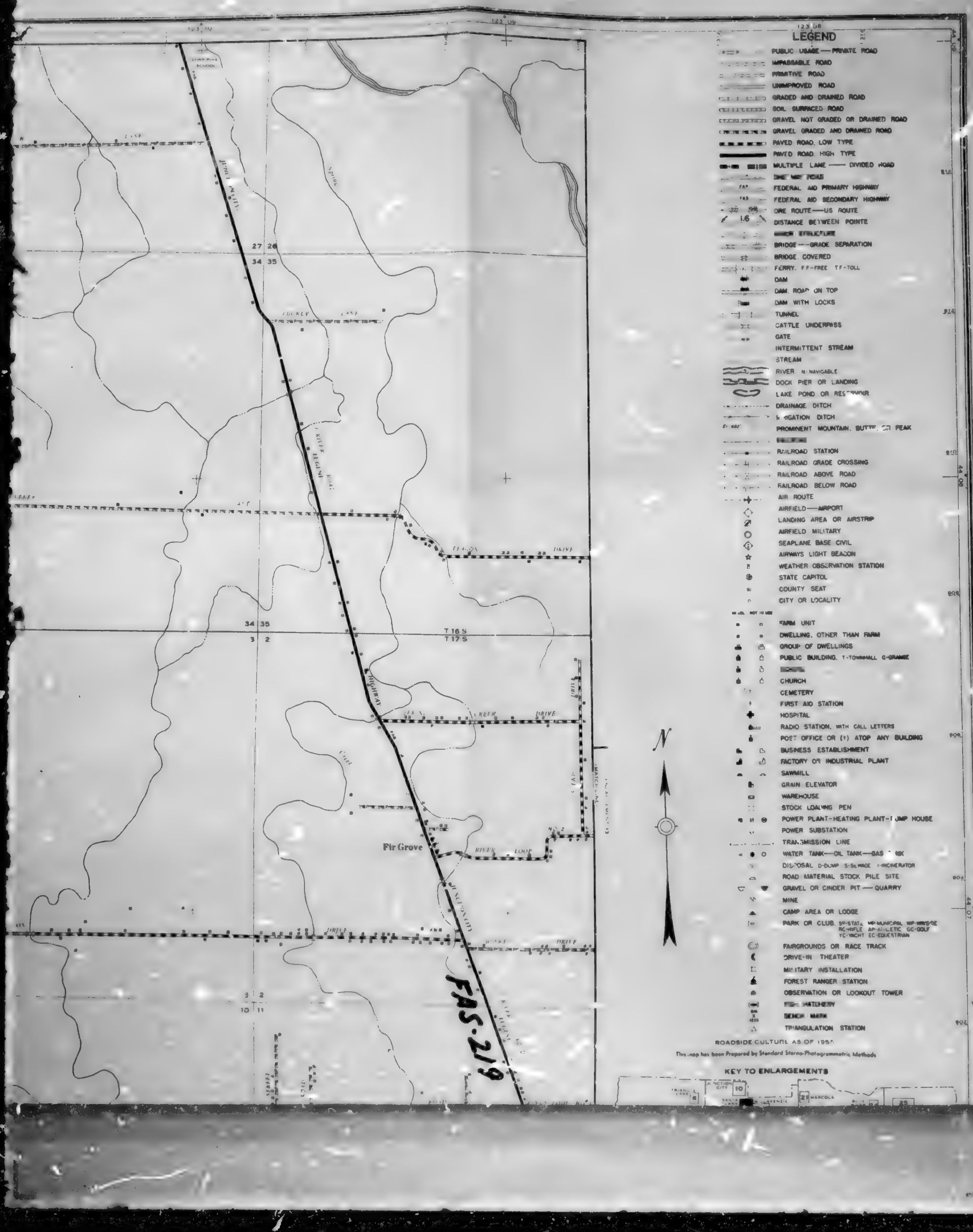
ROAD

AIRPORT

Irving

AVENUE

STREET


123 08
44 09
44 08
44 07
27 26
34 35
3 2
T 16 S
T 17 S
Fir Grove
FAS-219
N
LEGEND
PUBLIC USAGE — PRIVATE ROAD
IMPASSABLE ROAD
PRIMITIVE ROAD
UNIMPROVED ROAD
GRADED AND DRAINED ROAD
SOIL SURFACED ROAD
GRAVEL NOT GRADED OR DRAINED ROAD
GRAVEL GRADED AND DRAINED ROAD
PAVED ROAD, LOW TYPE
PAVED ROAD, HIGH TYPE
MULTIPLE LANE —— DIVIDED ROAD
FEDERAL AID PRIMARY HIGHWAY
FEDERAL AID SECONDARY HIGHWAY
ORE ROUTE—US ROUTE
DISTANCE BETWEEN POINTS
BRIDGE—GRADE SEPARATION
BRIDGE, COVERED
FERRY, FF-FREE TF-TOLL
DAM
DAM, ROAD ON TOP
DAM WITH LOCKS
TUNNEL
CATTLE UNDERPASS
GATE
INTERMITTENT STREAM
STREAM
RIVER N-NAVIGABLE
DOCK PIER OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN, BUTTE, OR PEAK
RAILROAD STATION
RAILROAD GRADE CROSSING
RAILROAD ABOVE ROAD
RAILROAD BELOW ROAD
AIR ROUTE
AIRFIELD—AIRPORT
LANDING AREA OR AIRSTRIP
AIRFIELD MILITARY
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY
FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, T-TOWNHALL G-GRANGE
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
POST OFFICE OR (†) ATOP ANY BUILDING
BUSINESS ESTABLISHMENT
FACTORY OR INDUSTRIAL PLANT
SAWMILL
GRAIN ELEVATOR
WAREHOUSE
STOCK LOADING PEN
POWER PLANT-HEATING PLANT-PUMP HOUSE
POWER SUBSTATION
TRANSMISSION LINE
WATER TANK—OIL TANK—GAS TANK
DISPOSAL D-DUMP S-SALVAGE I-INCINERATOR
ROAD MATERIAL STOCK PILE SITE
GRAVEL OR CINDER PIT — QUARRY
MINE
CAMP AREA OR LODGE
PARK OR CLUB SP-STATE MP-MUNICIPAL MP-MINERAL RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
FAIRGROUNDS OR RACE TRACK
DRIVE-IN THEATER
MILITARY INSTALLATION
FOREST RANGER STATION
OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION
ROADSIDE CULTURE AS OF 1956
This map has been Prepared by Standard Stereo-Photogrammetric Methods
KEY TO ENLARGEMENTS

Awbrey
Enid
Irving
DWIGANS ROAD
AWBREY LANE
ENID AIRPORT ROAD
ALVADORE ROAD
HIGHWAY 99
PACIFIC RAILWAY
SANTA FE RAILWAY
SOUTHERN PACIFIC
FAP-3
Proposed Extension FAS-860
Exis

Existing FAS-860

FAS-219

Fir Grove

SANTA CLARA

SANTA CLARA AND VICINITY

LANE COUNTY OREGON

SEC. 26 27 28 29 32 33 34 35 — T 16 S — R 4 W

SEC. 2 3 4 5 8 9 10 11 14 15 16 17 — T 17 S — R 4 W

(11)

INTERMITTENT STREAM
STREAM
RIVER NAVIGABLE
DOCK PIER OR LANDING
LAKE POND OR RESERVOIR
DRAINAGE DITCH
IRRIGATION DITCH
PROMINENT MOUNTAIN BUTTE OR PEAK
RAILROAD STATION
RAILROAD GRADE CROSSING
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AIR ROUTE
AIRFIELD — AIRPORT
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AIRFIELD MILITARY
SEAPLANE BASE CIVIL
AIRWAYS LIGHT BEACON
WEATHER OBSERVATION STATION
STATE CAPITOL
COUNTY SEAT
CITY OR LOCALITY

IN USE NOT IN USE

FARM UNIT
DWELLING, OTHER THAN FARM
GROUP OF DWELLINGS
PUBLIC BUILDING, TOWNHALL, GRANGE
SCHOOL
CHURCH
CEMETERY
FIRST AID STATION
HOSPITAL
RADIO STATION, WITH CALL LETTERS
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DISPOSAL D-DUMP S-SEWAGE I-INCINERATOR
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GRAVEL OR CINDER PIT — QUARRY
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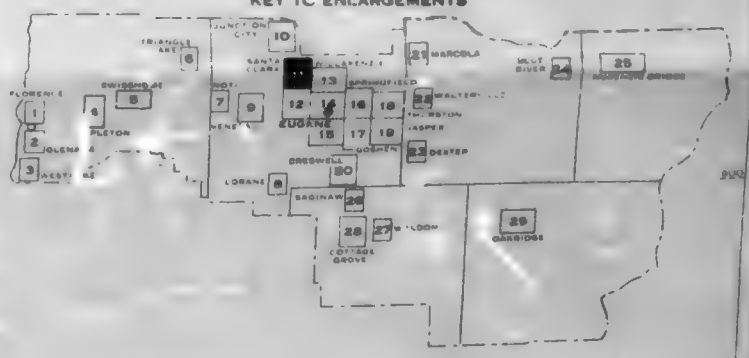
FISH HATCHERY
TRIANGULATION STATION

ROADSIDE CULTURE AS OF 1955

This map has been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS



GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 1 2 3 4 5 MILES

1956

Polyconic Projection
Plane Coordinate on Lambert Projection
Oregon South Zone in Thousands of Feet

SUPPLEMENTAL SHEET 2 OF 8 MAP SHEETS AND 16 SUPPLEMENTAL SHEETS

SHEET 20

123 08

GENERAL HIGHWAY MAP LANE COUNTY OREGON 20

123 10

123 09

APPROVED APRIL 15 1957

C.T. No. 163

Fir Grove

SANTA CLARA

T 16 S
T 17 S

34 | 35
3 | 2

3 | 2
10 | 11

10 | 11
15 | 14

FAS-860

existing

SANTA CLARA AND VICINITY
LANE COUNTY OREGON

SEC 26 27 28 29 32 33 T 16 S R 4 W
SEC 2 3 4 5 8 9 T 17 S R 4 W
10 11 14 15 16 17

(11)

IRRIGATION DITCH
PROMINENT MOUNTAIN BUTTE, OR PEAK
RAILROAD
RAILROAD STATION
RAILROAD GRADE CROSSING
ABOVE ROAD
RAILROAD BELOW ROAD
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PARK OR CLUB, SP-STATE MP-MUNICIPAL WP-WAYSIDE RC-RIFLE AP-ATHLETIC GC-GOLF YC-YACHT EC-EQUESTRIAN
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OBSERVATION OR LOOKOUT TOWER
FISH HATCHERY
BENCH MARK
TRIANGULATION STATION

ROADSIDE CULTURE AS OF 1955

This map has been Prepared by Standard Stereo-Photogrammetric Methods

KEY TO ENLARGEMENTS

GENERAL HIGHWAY MAP
LANE COUNTY
OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U. S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
DATA OBTAINED FROM
STATE-WIDE HIGHWAY PLANNING SURVEY

SCALE
0 .1 .2 .3 .4 STATUTE MILES

1956

Polyconic Projection
Figures indicate on Lambert Projection
Oregon South Zone in Thousands of Feet

SUPPLEMENTAL SHEET 2D OF 6 MAP SHEETS AND 18 SUPPLEMENTAL SHEETS

APPROVED APRIL 15, 1957

GENERAL HIGHWAY MAP LANE COUNTY OREGON 20

S.T. No. 163

FORM E-30 REV 6-61 [illegible]

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 28, 1965

SUBJECT: Proposed Project FAS 934

To:
H. S. Cox
County and City Engineer
County and City Division
Building

RECEIVED
JUN 1 - 1965
ENGINEER
COUNTY & CITY DIVISION

Attached is a prospectus for proposed project FAS 934. This is a bridge project over the Long Tom River in Lane County, and the county wishes to have the entire route between the Territorial Highway and the Pacific Highway West designated as FAS 934. The easterly terminus of this route is located within the Eugene Urbanized Area, which means project approval after July 1, 1965, must comply with the planning requirements of the Federal-aid Highway Act of 1962. The actual construction for this project is outside the urbanized area and if the route is not extended into the urbanized area, it would not fall under the requirements of the 1962 Act. Therefore, it is recommended that the FAS route designation request be terminated outside the urbanized area until the Eugene-Springfield Area Transportation Study has progressed through the transportation system analysis phase, or until Federal Aid funds are needed for construction on this route within the urbanized area.

Lane County is also interested in getting approval for a structure over the S. P. Railroad on West Beltline Road and having West Beltline Road designated as FAS 860. This is located entirely within the urbanized area, and approval of the project will require documentation as outlined under paragraph B - 5 of IM 50-2-65 put out by the BPR on April 28, 1965.

Mr. O. B. Jackmond, Assistant Planning Survey Engineer, is proceeding with the collection of the supporting data required. However, County and City Division should furnish him with certain data. IM 50-2-65 states in part under paragraph B - 5 that "Each such submission shall be accompanied by documentation as necessary to permit a judgment concerning the following determinants: a. Acceptance of the project by the governing bodies of local jurisdictions affected." In this case the local jurisdictions affected are Lane County and the City of Eugene. This acceptance should be obtained by the County and City Division.

Also needed by the County and City Division will be the necessary documentation for formal application to the BPR to have this route designated as FAS 860. This information will be submitted to the Bureau along with the support data when approval of the project is requested.

Attachment
RER:sb
cc: O. B. Jackmond
Robert Royer

Original Signed by
F. B. Crandall

F. B. Crandall
Traffic Engineer

5-13-65

LANE COUNTY
PROPOSED PROJECT (1966 Funds)

FAS 860, West Beltline Road: SPRR Overcrossing Structure, $140,000.

This structure will carry the Beltline Road over the Coos Bay branch of the Southern Pacific railroad. The structure will have a clear width of 32' and will be approximately 280' long. The county has provided the vicinity map and will construct the approach fills.

Note →

HIWAY COMMISSION
APPROVED ON
JUN 1 - 1965

65-a
5/13/65

BRIDGE PROJECT REQUESTED BY Lane COUNTY Date April 30, 1965

RECEIVED
MAY 5 - 1965
COUNTY ENGINEER
COUNTY & CITY DIVISION

Is this to be a County project? ___Yes _x_No

Is this to be an FAS-C project? _x_Yes ___No

NOTE: For County Road projects, County is required to pay for all items marked with an asterisk.

For FAS projects omit questions marked with an asterisk.

1. County Road Name Beltline (West Section)

   FAS Number 860

2. Name of river or stream Southern Pacific Company Railroad

3. Name of bridge West Beltline overcrossing of S.P.R.R.

4. Location (Please attach map with location marked):

   Section 28 Township 17S Range 4W W.M.

5. Desired width of bridge 30' clearance

6. Are sidewalks desired? ___Yes _x_No

7. Width of sidewalks _____

8. Is sidewalk desired on upstream side of bridge? ___Yes ___No

9. Is sidewalk desired on downstream side of bridge? ___Yes ___No

10. Does County wish a particular type of bridge design? ___Yes _x_No

    If "Yes," explain type desired: _____

11. Will County furnish any materials for bridge? ___Yes _x_No

    Explain: _____

*12. Does County wish State Highway Department to run survey and prepare vicinity map at County expense? ___Yes _x_No

13. Will County run survey and furnish vicinity map? _x_Yes ___No

14. Will County furnish foundation data? ___Yes _x_No

*15. Does County wish State Highway Department to make foundation tests at County expense? ● Yes ___No

16. Can road be closed during construction? x Yes ___No

17. Will detour be required? ___Yes x No

18. Will detour be constructed and maintained by County? ___Yes x No

19. Will detour be constructed and maintained by contractor? ___Yes x No

20. Will County construct approaches or connections? x Yes ___No

21. Will contractor construct approaches or connections under contract? ___Yes x No

22. State width of traveled roadway: 24' Width of shoulders: 10' & 8'

23. Will additional right-of-way be required? ___Yes x No
NOTE: Right-of-way costs must be paid by County.

24. Will additional right-of-way be acquired by deed ___, resolution___?

25. Does County wish State to prepare option forms for County's use in acquiring right-of-way? ___Yes x No

26. Will old bridge remain in place? ___Yes ___No

27. Will old bridge be removed by contractor? ___Yes ___No

28. Will old bridge be removed by County? ___Yes ___No

29. Does County wish old bridge salvaged for future use? ___Yes ___No

*30. If project is County bridge, does County wish State Highway Department to furnish construction engineering and inspection at County expense? ● Yes ___No

31. Does County wish State Highway Department to advertise and accept bids? x Yes ___No (If County project, bids must be referred to County for County to award contract.)

32. Does County wish lightpost bases and conduit installed? ___Yes x No

33. Does County wish complete job of illumination in project? ___Yes x No

34. Will any of the following utilities be attached to this structure?

(a) Water mains: ___Yes x No Size_____

(b) Sanitary sewer mains: ___Yes x No Size_____

(c) Storm sewer: ___Yes x No Size_____

(d) Gas mains: ___Yes x No Size_____

(e) Power lines: ___Yes x No

(f) Telephone lines: ___Yes x No

(g) Other utilities? A 6" and 12" hole on each side

35. What is desired date for letting? After July 1, 1965

Remarks

By

By Gerald K. Attig
Gerald K. Attig
Director of Public Works

I-80N-8(14) Olds Ferry Truck Scale 1966
353 Site Sec., Old Oregon Trail
#6949 Hwy. (Grad., pav., & sign.)

RECEIVED
NOV 19 1969
FOR FILING

I-80N-8(14)353
6949

November 19, 1969

Mr. Perry E. Jollum
P. O. Box 272
Pendleton, Oregon 97801

Dear Mr. Jollum:

Thank you for your letter of November 8 informing us that you are releasing your claim against Craig Landeen Construction Company and the United Pacific Insurance Company. You state this is in reference to the Craig Landeen Contract No. 6949 for grading, paving and signing on the Olds Ferry Truck Scale Site of the Old Oregon Trail in Malheur County.

Our records indicate this is in connection with your claim for work performed and materials in the amount of $17,503.15, which was filed with the Secretary of State on February 9, 1968, and was assigned his file number 4364. This information is being noted in our records and we will advise the surety, agent, and principal contractor.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:sj

cc United Pacific Insurance Co.
Lyle L. Read
Craig Landeen
Highway Commission

Noted on Card

TEL. PENDLETON 276-5281

P. O. BOX 272

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

Nov. 8, 1969

Secretary of State
State of Oregon
Salem, Oregon

Mr. Floyd Query, Secretary
Oregon State Highway Dept.
Salem, Oregon

RE: Contract No. 6949
Olds Ferry Truck Scale Site.
Craig Landeen Const.- Contr.
File No. 4364 Dated Feb.9, 68

Gentlemen:

The undersigned Percy E. Jellum Contractor, inc. herewith releases his claim against Craig Landeen Construction and the United Pacific Insurance Company the surety on the above project. Settlement has been made acceptable to both parties.

PERCY E. JELLUM CONTRACTOR, INC.

By _____
Percy E. Jellum, President

cc: Craig Landeen

NOTED
FLOYD QUERY

NOTED
C. W. HEAD

RECEIVED
NOV 13 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 20 1968

UNITED STATES GOVERNMENT

~~Memorandum~~

I-VCN-8(14)353

6-19

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: May 16, 1968

In reply refer to: 08-35-DA

TO: Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon
~~Attention:~~ Mr. E. F. Saling, Right of Way

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(14)353
Olds Ferry Truck Scale Site
Grading, Paving, and Signing
File 26593, Oregon 05576

Reference is made to our letter of September 21, 1966 on the above-mentioned project. Approval of the Interstate right of way was withheld pending a review of the possible excess right of way taking.

Subsequent discussions between Messrs. Renz and Quesnel of this office and Mr. Saling of the State Highway Department have indicated that the excess right of way is, at present, being used as a scale site and stock drive.

It is felt that, according to Bureau of Public Roads procedure, the reversion of this land back to the Bureau of Land Management is not in the public interest. Based on this decision, the Interstate right of way is hereby approved for Federal participation.

5-17-68

REFERRED TO

By ~~State~~ State Hwy. Engr

RECEIVED
MAY 17 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 12 1968
FOR ITEM
I-BDN-8(11)053
6949

April 12, 1968

Mr. Robert D. Lee
Route 2
Huntington, Oregon 97907

Dear Mr. Lee:

In reply to your letter dated April 8, 1968, final payment on Contract 6949, Olds Ferry Truck Scale Site was made to the contractor, Craig Lundeen on March 1, 1968.

Article 279.526 in the attachment will give the information you requested pertaining to filing a claim. The State Highway Commission accepted the contract on February 21, 1968.

Please address your claim to Mr. Floyd Query, Secretary, State Highway Commission, Salem, Oregon 97302.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

VG:ia
cc: Floyd Query

April 8-1968

L. D. Young, Office Engr.
State Highway Bldg.
Salem, Oregon
97310

Visit
R/D Rhea

Dear Sir:

Could you tell me if the final payment has been made to Craig Landeen for the Olds Ferry Truck Scale? He still owes me $700.00 for the depositing of material on my property.

Please let me know if there is any way I can collect this. I have a contract but do not desire court action if it can be avoided.

RECEIVED
APR 11 1968
OFFICE ENGINEERING

Very truly yours,
Robert D. Lee

RECEIVED
APR 2 - 1968
FOR FILE

I-ORE-8(14)353

6947

March 5, 1968

Mr. Craig Landeen
P. O. Box 825
Canby, Oregon 97013

Extension No. 2

Dear Mr. Landeen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6947 on the Olds Ferry Truck Scale Site on the Old Oregon Trail in Malheur County.

After careful consideration, the Commission extended the contract 76 calendar days for the period between August 1 and October 17, 1967, plus nine days for added work between October 17, and October 31, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc A. F. Parson
P. F. Burnett
F. D. Morgan
L. H. Young
C. H. Maison
Bureau of Public Roads

OREGON STATE HIGHWAY COMMISSION

CONTRACTOR'S REQUEST FOR ADJUSTMENT OF CONTRACT TIME

Oregon State Highway Commission
Salem
Oregon 97310

December 19, 1967

Gentlemen:

The undersigned contractor, Craig Landeen, respectfully requests an adjustment of contract time pursuant to Article 8-8 of the General Special Provisions dated January 1, 1966 (a copy of which General Special Provisions is attached hereto as Exhibit A) until October 31, 1967, within which to complete our contract No. 6949 (Old Oregon Trail, Olds Ferry Truck Scales Site) without assessment of liquidated damages.

This request for increase of contract time is for causes beyond the control of the contractor affecting the time necessary for completion of the work under the contract as follows:

1. Suspension of work due to unsuitable weather;

2. Delays occasioned by changes in the plans and quantities and specifications of the contract;

3. Delays and changes in specifications by the state and its other contractors on the subject contract and on adjacent work which prevented the state and its other contractors from acting promptly in carrying out its obligations and duties delaying the subject contract.

In support of the foregoing, the undersigned submits the following facts in support of the requested adjustment of time:

1. The contractor commenced work on the subject job located in Eastern Oregon in Malheur County in November of 1966. By early January the contractor had substantially completed the excavation portion of the contract and desired to proceed with the concrete work required by the contract specifications. As is normal in the geographical location of the job, inclement weather and low temperatures prevented the contractor from proceeding with this portion of the work. On January 9, 1967, the contractor wrote to the resident engineer requesting the chargeable time on the contract be stopped. At this time, there was a tentative oral agreement with the resident engineer that the inclement weather would be grounds for an adjustment of the contract time. On January 12, 1967, the resident engineer wrote to the contractor indicating that the inclement weather which did exist would not be grounds for a time adjustment. Copies of the letter from the contractor and from the resident engineer are attached as Exhibits B and C heretc. Because of the inclement weather and the low temperatures, the contractor was prevented from proceeding with the work until April 10, 1967, and requests an adjustment of the contract time for the period from January 7, 1967, to April 10, 1967.

2. Delays occasioned by changes in plans, quantities and specifications are as follows:

(a) Price Agreement #2 - Installation of manhole instead of G3-1 inlet. Price agreement No. 2 outlining this additional work is attached hereto. This change required an additional four workdays to complete over and above the work as originally planned and the contractor requests this additional contract time.

(b) Price Agreement #3 - Sewer pipe drain. Price agreement No. 3 outlining this change is attached hereto. This additional work required an additional six workdays to complete and was not a part of the contract as originally let.

(c) Price Agreements 4, 8, 9, 10 and 11 - Guardrail changes. The applicable price agreements are attached, as is the letter of the Resident Engineer dated August 1, 1967, outlining the necessary changes and additional work. These changes were extensive and extremely difficult to accomplish during the progress of completion of the subject contract. The changes and additional work required not less than 34 additional workdays to perform.

3. (a) The subject contract was advertised for bids very closely in time with contract No. 6747 on which Murphy Bros. Construction was the successful bidder. The improvements to be constructed under the subject contract were, of course, to be used

in connection with the improvements to be constructed by Murphy Bros. At an early stage of my contract, I made arrangements for the acquisition of aggregate from Murphy Bros. for use on the subject contract and obtained an oral commitment from their paving subcontractor for the paving portion of the subject contract. The aggregate in question was to be used in connection with Items 9 and 10 of the subject contract and there appeared to be more than sufficient material available. Our original schedule for paving (to be done in conjunction with the paving on the Murphy Bros. job) was June 7, 1967. During the winter and spring of 1967, the Oregon State Highway Commission made design and specification changes requiring additional aggregate of the type in question on the job being constructed by Murphy Bros. We were then advised by Murphy Bros. that they would not have sufficient aggregate to furnish to us. On such short notice, we were unable to obtain another supply of aggregate or another paving contractor to do the work which had been agreed upon. We offered to share costs with Murphy Bros. for crushing of additional aggregate at additional expense. It was not until August 24, 1967, that a supply of aggregate was obtained which could be utilized on the subject job (see price agreement No. 6 and 7). We then proceeded with completion of our contract. These causes beyond our control resulted in our inability to proceed between June 7, 1967, and

August 24, 1967, and we request a time adjustment under the contract for this period.

3. (b) The subject contract included certain electrical work which was subcontracted to Sims Electric, Inc. of Roseburg, Oregon. On May 22, 1967, a substantial portion of this work was completed but no further work could be accomplished because a power pole and building to be provided by others were not installed. The final electrical installation was delayed until late October of 1967 (this was the last work done to complete the subject contract). Attached is a letter dated May 22, 1967, from the subcontractor. At the time of receipt, this matter was called to the attention of the Resident Engineer. However, the final installation was delayed for the above reasons beyond the control of the contractor until October of 1967.

Respectfully submitted,

CRAIG LANDEEN CONSTRUCTION

By Craig Landeen

workdays, or for each and every calendar day, if the contract time is expressed by calendar days or by a fixed calendar date, elapsed in excess of the contract time as adjusted. Adjustment of contract time will be separate from the charging of workdays or calendar days as set forth in this Article 8-7, and shall be made in conformance to the provisions of Article 8-8.

SCHEDULE OF LIQUIDATED DAMAGES

Original Amount of Contract For More Than	To and Including	Daily Amount of Liquidated Damages *Calendar Day	Workday
$ 0	$ 25,000	$ 30	$ 42
25,000	50,000	50	70
50,000	100,000	75	105
100,000	500,000	100	140
500,000	1,000,000	150	210
1,000,000	2,000,000	200	280
2,000,000	.....	300	420

*Calendar day amounts are applicable when the contract time is on the calendar day or fixed calendar date basis.

The per diem amount of liquidated damages may be other than as above specified if so provided elsewhere in the special provisions.

Permitting the contractor to continue and finish the work or any part thereof after the contract time established herein, including any adjustment of contract time provided under Article 8-8, shall in no way operate as a waiver on the part of the State of any of its rights under the contract.

Payment of liquidated damages shall not release the contractor from obligations in respect to the fulfillment of the entire contract, nor shall the payment of such liquidated damages constitute a waiver of the State's right to collect any additional damages which it may sustain by failure of the contractor to carry out the terms of his contract, it being the intent of the parties that said liquidated damages be full and complete payment only for failure of the contractor to complete the work on time.

Article 8-8 Adjustment of Contract Time

The contract time, as referred to and established under Article 8-7, will be subject to adjustment either by increase or decrease for causes beyond the control of the contractor which affect the time necessary for completion of work under the contract.

Causes beyond the control of the contractor which may affect the time necessary for completion of work under the contract include, but are not necessarily limited to, those set forth in the lettered subparagraphs which follow:

(a) Delays occasioned by errors or changes in the plans or quantities or specifications of the contract.

(b) Failure of the State, its representatives and its other contractors to act promptly in carrying out obligations and duties.

(c) Failure of the State to submit the contract and bond to the contractor for execution within twenty (20) days of the date of receiving bids.

(d) Temporary suspension of work under Article 8-6 for such period as the engineer may deem necessary due to unsuitable weather or due to conditions he may consider unfavorable for the prosecution of the work.

(e) Performance of extra work under Article 4-4.

(f) Under the circumstance that the contract time, as set forth in the special provisions, is expressed by the setting of a fixed calendar date of completion and the contractor is prevented by acts of God, acts of the public enemy, fire, floods, epidemics, quarantine restrictions and strikes or freight embargoes from performing any work under the contract.

Shortage or inadequacy of labor or equipment and negligence or fault on the part of the contractor shall not be considered to be beyond the contractor's control, and delays resulting therefrom shall not be considered cause for adjustment of the contract time.

Consideration of the adjustment of contract time will be made by the engineer pursuant to the above provisions. Any adjustment of contract time shall be as the engineer determines to be justified and his decision in the matter shall be final.

CRAIG LANDEEN
Contractor
ROADS · STREETS · PIPELINES
ROUTE 3, BOX 375, CANBY, OREGON 97013
PHONES:
266-9521
266-8515

1-9-67

Mr. P.F. Burnett, Res. Engr.
3280 E. Idaho Ave
Ontario, Oregon

Re: Contract #6949
Olds Ferry Trk Scale Site

Dear Mr. Burnett:

We have now almost completed the excavation part of this contract. We would like to proceed with the concrete construction, but due to the fact the the temperature has been remaining below acceptable limits, we would like to have you consider a stop work order on this project.

Best personal wishes to you and the 'crew'.

Very truly yours,

Craig Landeen

Craig Landeen

EXHIBIT B

FORM E-123

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Ontario, Oregon
January 12, 1967

Re: Olds Ferry Truck Scale
Site Contract 6949

Craig Landeen
Route 3, Box 375
Canby, Oregon

Dear Sir:

Am in receipt of your letter of January 9, 1967 requesting consideration of a stop work order on subject contract.

Contrary to previous discussion relating to stop work order, inclement weather is not a reason for issuing a stop order.

Due to the nature of work on this contract and the time of year that this contract was let, the fact that there would be some time during winter months that no work could be performed, additional calendar days were allowed to cover this period.

Actually as time stands at present there are enough claendar days left to last until June, 29, 1967.

Due to above reasons, stop work order will not be issued at this time.

Very truly yours,

P. F. Burnett

P. F. Burnett
Resident Engineer

EXHIBIT C

CRAIG LANDEEN
Contractor
ROADS · STREETS · PIPELINES
ROUTE 3, BOX 278, CANBY, OREGON 97013
PHONES:
266-9821
266-9515

RECEIVED
JAN 19 1967
P. F. BURNETT
Resident Engineer

1-18-67

Mr. P.F. Burnett, Res. Eng.

3280 E. Idaho Ave.

Ontario, Oregon 97914

Re: Olds ferry Truck Scale Site
Contract #6949

Dear Mr. Burnett:

Thank you for your letter of explanation regarding the request for a stop work order. The answer soumds very reasonable to me and I request you ignore my previous letter pertaining to this matter.

Have you given me the final proceed order for the installation of the manhole and drain line? Cant seem to locate it.

At your convenience, I'd appreciate an idea of the amount of material placed on the Lee property.

Thank you.

Very truly yours,

Craig Landeen

Craig Landeen

RECEIVED
JAN 23 1967
P. F. BURNETT
Resident Engineer

Form A-180—5M

BFH Participation on $1800.00
Bal. State Funds

G-1 IV
G-1 IV

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Old Farm Creek Scale Pit — Date December 21, 1936

Highway Old Oregon Trail — Contract No. 240

County Deschutes — Prefix G-1 IV

Contractor Chris Jensen — F. A. Project No. I-84-A(11)356

Address Redmond, Oregon — Price Agreement No. 2

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Construct 48" manhole with steps, frame and grate in lieu of GI-1 inlet

Locations by station numbers: 123+90

Names of pay items, estimated quantities and agreed prices:

Construct 48" Manhole with steps, frame and grate	Lump Sum		$551.00

Specifications, basis of measurement and other provisions: This is to be a 48" precast concrete manhole which will be approximately 9.5 feet deep from finished grade to invert of existing 24" concrete culvert. This lump sum also includes cost of all excavation and backfill work, coring in existing culverts, placing [illegible] concrete work, modifications to be as set forth in cc. [illegible]

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ [illegible]
Present estimate of project cost, including $ 551.00 for work under this order	$ 123,231.00
Expected under-run / over-run (amount)	$ 00
Expected under-run / over-run (per cent)	00

Space to right of this line is for use of Salem Office

Submitted by: [illegible] Resident Engineer

Approval Recommended: [illegible] Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Signed CHAS. JENSEN Contractor

Approved: ..... Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

Form A-189—534

OREGON STATE HIGHWAY DEPARTMENT

G-9

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site Date December 21, 19 66

Highway Old Oregon Trail Contract No. 6949

County Malheur Prefix 623-1014

Contractor Craig Landeen F. A. Project No. I-80N-3(14)353

Address P.O. Box 825, Canby, Oregon 97013 Price Agreement No. Three

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Furnish and install 6" concrete sewer pipe as drain for sump in scale pit.

Locations by station numbers: Sta. 127+00 to Sta. 128+80

Names of pay items, estimated quantities and agreed prices:

Install 6" concrete sewer pipe	180 lin. ft. @ $4.60/ft.	$828.00

Specifications, basis of measurement and other provisions. This 6" concrete pipe to be sanitary sewer pipe with rubber gasket joints. Measurement and payment to be per lineal foot of installed pipe. Payment to include all materials used, placing of culvert and all excavation and backfill work involved. Specifications for construction to be as set forth in Sec. 460 of Standard Specifications for Highway Construction, Issue of 1964.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 128,291.85
Present estimate of project cost, including $ 828.00 for work under this order	$ 128,291.85
Expected under-run / over-run (amount)	$ 00
Expected under-run / over-run (per cent)	00

Space to right of this line is for use of Salem Office

Submitted by: A. T. Kuell, Resident Engineer

Signed CRAIG LANDEEN, Contractor

Approval Recommended: Alfred Shirley Jr., Division Engineer

Approval Recommended: Edward Stout for Construction Engineer or Bridge Engineer

Approved: A. Z. Young, Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer

State Printing

Form A-189—8M

OREGON STATE HIGHWAY DEPARTMENT

G1-P

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site Date March 20, 19 67

Highway Old Oregon Trail Contract No. 6949

County Malheur Prefix 623-1014

Contractor Craig Landeen F. A. Project No. I-ON-8(14)353

Address Box 625, Canby, Oregon 97013 Price Agreement No. Four

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Furnish and install guard rail, to include terminal end with extra posts.

Locations by station numbers: Sta. 110+10 to Sta. 110+85

Names of pay items, estimated quantities and agreed prices:

Guard Rail	75 Lin. Feet	@ $4.40/lin. ft.	$330.00

Specifications, basis of measurement and other provisions: This guard rail to be constructed in accordance with specifications set forth in Section 731 of "Standard Specifications for Highway Construction" 1964 issue. Cost per lineal foot to include payment for extra posts on terminal end and painting of guard rail members.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$128,291.85
Present estimate of project cost, including $330.00 for work under this order	$128,291.85
Expected under-run / over-run (amount)	$ 00
Expected under-run / over-run (per cent)	00

Space to right of this line for use of Salem Office

Submitted by: [signature] Resident Engineer

Signed CRAIG LANDEEN Contractor

Approval Recommended: [signature] Asst. Division Engineer

Approval Recommended: [signature] Asst Construction Engineer or Bridge Engineer

Approved: [signature] Deputy State Highway Engineer / Assistant State Highway Engineer / Office Engineer

State Printing

Form A-100—8M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site Date August 29, 1967

Highway Old Oregon Trail Contract No. 6249

County Malheur Prefix 623-1014

Contractor Craig Landeen F. A. Project No. I-[illegible]-3(14)353

Address Box 825, Canby, Oregon 97013 Price Agreement No. 8

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Salvage guard rail— Salvage rail members only, posts to be left in place.

Locations by station numbers:

Sta. 110+50 to Sta. 119+00

Names of pay items, estimated quantities and agreed prices:

Salvage Guard Rail Members 750 Lin. FT. @ 0.40/Lin. Ft. $ 300.00

Specifications, basis of measurement and other provisions:

The existing guard rail to be salvaged. The posts to be left in place; this agreement covers removal of rail members only.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization . . . . . $ 128,291.85

Present estimate of project cost, including

$ 300.00 for work under this order $ 128,291.85

Expected under-run / over-run (amount) . . . . . $ —

Expected under-run / over-run (per cent) . . . . . —

Space to right of this line is for use of Salem Office

Submitted by: P. T. Barnett Resident Engineer

Approval Recommended: H. S. Coulter Division Engineer

Approval Recommended: for Construction Engineer or Bridge Engineer

Signed Craig Landeen Contractor

Craig Landeen

Approved: Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

OK BAR

Form A-100—334

OREGON STATE HIGHWAY DEPARTMENT

G1-P.

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site ✓ Date August 29, 1967

Highway Old Oregon Trail ✓ Contract No. 6919 ✓

County Malheur ✓ Prefix 623-1014 ✓

Contractor Craig Landeen ✓ F. A. Project No. I-80N-3(14)353

Address Box 625, Canby, Oregon 97013 Price Agreement No. 10 ✓

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete Item 20. Median Barrier Substitute
Median Barrier

Locations by station numbers:

Sta. 124 to Sta. 130

Names of pay items, estimated quantities and agreed prices:

Delete Item 20: Median Barrier	660 Lin. Ft. @ 4.00/Lin. Ft.	$ 2,640.00 ✓
Median Barrier	660 Lin. Ft. @ 6.05/Lin. Ft.	3,993.00 ✓
Net Increase		1,353.00 ✓

Specifications, basis of measurement and other provisions:

This median barrier to be constructed with post spacing on 6'3" centers. This to include guard rail blocks, back up plates, heavy washers, & painting rail members. Provisions of section 731, "Standard Specifications for Highway Construction" issue of 1964 will apply to this work.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 128,291.85	✓
Present estimate of project cost, including $ 3,993.00 for work under this order	$ 133,445.48	
Expected ~~increase~~ over-run (amount)	$ 5,153.63	
Expected ~~increase~~ over-run (per cent)	4.0	

Submitted by: [signature] Resident Engineer

Approval Recommended: [signature] Division Engineer

Approval Recommended: [signature] for Construction Engineer or State Highway Engineer

Signed [signature] Contractor

Craig Landeen

Approved: [signature] Deputy State Highway Engineer, Assistant State Highway Engineer or Office Engineer.

State Printing

CWT

Form A-109—5M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site Date September 20, 1967, 19

Highway Old Oregon Trail Contract No. 6949

County Malheur Prefix 623-1014

Contractor Craig Landeen F. A. Project No. I-80N-8(14)353

Address Box 825, Canby, Oregon 97013 Price Agreement No. 10

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete Item 23: Guard Rail—Salvaged Guard Rail
Substitute—— Install Salvaged Guard Rail

Locations by station numbers:

Sta. 110 + 50 to Sta. 123 + 00

Names of pay items, estimated quantities and agreed prices:

Delete Item 23: Guard Rail, Salvaged Guard Rail	500 Lin. Ft. @	1.25/Lin. Ft.	$ 625.00
Install Salvaged Guard Rail (Includes setting posts)	475 Lin Ft. @	~~3.00~~ 1.85/Lin. Ft.	878.75 ~~1,425.00~~
Install Salvaged Guard Rail	737.5 Lin Ft. @	1.3½/Lin. Ft.	995.63
Net Increase			~~$1,995.63~~ * 1,249.38

On part of this rail price includes setting ~~xxxx~~posts (475 Lin. Ft.)

Specifications, basis of measurement and other provisions: This item, Install Salvaged Guard Rail to cover cost of reinstalling existing rail to new safety standards as shown on revised drawing 2094(Rev. 8/67) Type 2 (Post spacing 12'6" on main run of Guard Rail.). This includes installing extra posts on Terminal end, drilling holes in rail members as needed, additional post bolts, 8"x8"x1'2" guard rail blocks, backup plates & heavy washers and painting rail members. The construction of this guard rail to conform with Section 731 of "Standard Specifications for Highway Construction" issue of 1964.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

		Space to right of this line is for use of Salem Office
Project authorization	$ 128,291.85	
Present estimate of project cost, including ~~$3,420.63~~ ~~+1,371.38~~ for work under this order	$ 131,440.48	
Expected ~~under-run~~ over-run (amount)	$ 3,148.63	
Expected ~~under-run~~ over-run (per cent)	2.5	

Submitted by: P. J. Burnett, Resident Engineer

Approval Recommended: Alfred Wenkert, Asst. Division Engineer

Approval Recommended: for Construction Engineer or ~~Bridge~~ Engineer

Signed Craig Landeen, Contractor

Craig Landeen

Approved: L. H. Young, ~~Deputy State Highway Engineer, Assistant State Highway Engineer~~ Office Engineer.

Stat. Printing

Form A-169—3M

G-1P

OREGON STATE HIGHWAY DEPARTMENT

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Oldd Ferry Truck Scale Site — Date September 20, 1967

Highway Old Oregon Trail — Contract No. 6949

County Calhour — Prefix 623-1014

Contractor Craig Landeen — F. A. Project No. I-SON-S(14)353

Address Box 825, Canby, Oregon 97013 — Price Agreement No. 11

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete Price Agreement Number 4—Furnish and Install guard rail, to include terminal end with extra posts.
Substitute: Furnish and install new guard rail

Locations by station numbers:

Sta. 109+30 to Sta. 110+50

Names of pay items, estimated quantities and agreed prices:

Delete P.A. #4 Furnish & Install Guard Rail	75 Lin. Ft. @	$4.40/Lin. Ft.	$330.00
Furnish and Install Guard Rail	125 Lin. Ft. @	5.00/Lin. Ft.	625.00
Net Increase			$295.00

Specifications, basis of measurement and other provisions: This item, Furnish and install guard rail to cover cost of installing new rail to new safety standards as shown on revised drawing #2094(Rev. 8/67) Type 2(post spacing to be 12'6"on main run of guard rail). This includes installing extra posts on Terminal end, additional post bolts, 8"x8 "x1'2" guard rail blocks, backup plates and heavy washers, and painting rail members. The construction of this guard rail to conform with Section 731 of "Standard Specifications for Highway Construction" Issue of 1964.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 128,291.65	Space to right of this line is for use of Salem Office
Present estimate of project cost, including $ 625.00 for work under this order	$ 131,735.48	
Expected ~~increase~~ over-run (amount)	$ 3,443.63	
Expected ~~increase~~ over-run (per cent)	2.7	

Submitted by: L. F. Barnett, Resident Engineer — Signed Craig Landeen, Contractor

Craig Landeen

Approval Recommended: Alfred Sherlock, Division Engineer

Approval Recommended: H. Van Pelt, Construction Engineer or ~~Bridge Engineer~~

Approved: L. V. Cramer, ~~State Highway Engineer~~ ~~Assistant State Highway Engineer~~ Office Engineer.

State Printing

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

Ontario, Oregon
August 1, 1967

Craig Landeen
Box 825
Canby, Oregon

Re: Olds Ferry Truck Scale
Site Contract# 6949

Dear Sir:

The new standard for guard rail calls for guard rail blocks and heavy duty washers. Also posts are installed on 6' 3" centers throughout limits of guard rail installations. This new standard rail is required on all interstate projects presently under contract as a saftey feature.

This affects the subject project, so would like to get prices from you to make up "Price Agreement" to cover cost of this work.

This will mean that all of the guard rail in this project will have to be salvaged and reinstalled to new standards. There is a total of 1,212.5 lineal feet of guard rail to be salvaged and reinstalled. This will mean additional post for intermediate posts and rails will have to be drilled for post installation. Guard rail blocks will be required on all posts. Also should figure cost of heavy washers.

Have enclosed copy of new standard for guard rail installation as a guide for figuring quantities.

In addition to reinstalling above quantity of salvaged rail, there will be some new rail to install. This should be included on new "Price Agreement" and "Price Agreement" previously submitted for new guard rail will be cancelled.

There will be 87.5 lineal feet of new rail required. This will terminate in cut bank, so terminal end shown on enclosed drawing will not be needed. Also would like to have price to paint both salvage and new rail.

We will also need a new price for 600 lineal feet of Median Barrier Rail with guard rail blocks on both sides and including the extra posts.

Very truly yours,

P. F. Burnett
Resident Engineer

cc: A. F. Parson, Div. Engr.

Forward To Canal Corp-
A.S.

EXHIBIT E

Form A 160—836

OREGON STATE HIGHWAY DEPARTMENT

G1-P

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name: Olds Ferry Truck Scale Site — Date: August 24, 1967

Highway: Old Oregon Trail — Contract No. 6949

County: Malheur — Prefix 623-1014

Contractor: Craig Landeen — F. A. Project No. I-80N-3(14)353

Address: Box 825, Canby, Oregon 97013 — Price Agreement No. 6

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done:

Delete Item 9: Plant-mix Bituminous Base & Substitute Class "B" A.C.

Locations by station numbers:

Throughout limits of project.

Names of pay items, estimated quantities and agreed prices:

Delete Item 9: Plant mix bituminous base	1,100 ton	@ $ 3.90/ton	= $ 4,290.00
Class "B" Asphalt Concrete	1,100 ton	@ $ 3.90/ton	= $ 4,290.00
Net change			0.00

Specifications, basis of measurement and other provisions:

The purpose of this agreement to substitute Class "B" A.C. for plant-mix bituminous base. Specifications for this work to be as set forth in "Standard Specifications for Highway Construction" issue of 1964 and applicable provisions set forth in special provisions for this project.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$ 128,291.85
Present estimate of project cost, including $ 4,290.00 for work under this order	$ 128,291.85
Expected under-run / over-run (amount)	$ 00
Expected under-run / over-run (per cent)	00

Space to right of this line is for use of Salem Office

Submitted by: F. F. Smith, Resident Engineer — Signed: Craig Landeen, Contractor

Approval Recommended: Division Engineer

Approval Recommended: Construction Engineer or Division Engineer

Craig Landeen

Approved: Deputy State Highway Engineer, Office Engineer.

State Printing

Form A-120—5M

OREGON STATE HIGHWAY DEPARTMENT

61-P.

Price Agreement

APPLYING TO EXTRA WORK AND EXTRA MATERIAL

Project Name Olds Ferry Truck Scale Site Date August 24, 1967, 1967

Highway Old Oregon Trail Contract No. 6949

County Malheur Prefix 623-1014

Contractor Craig Landoen F. A. Project No. I-80N-8(14)353

Address Box 825, Canby, Oregon Price Agreement No. 7

For the below described extra work or extra material to be performed or furnished under the contract above referred to, the contractor agrees to accept payment at the prices given herein, understanding that, except as herein otherwise provided, the work is to be performed and the material is to be furnished in accordance with the specifications which form a part of the contract and in accordance with the instructions of the engineer.

Work to be done: Add Hydrated Lime to class "B" Asphalt Concrete mix.

Locations by station numbers: Throughout limits of project.

Names of pay items, estimated quantities and agreed prices:

This agreement does not affect unit price on class "B" mix. This will be a 1% addition of hydrated lime to Class "B" Asphalt Concrete mix, at contractor's expense.

Specifications, basis of measurement and other provisions:

Contractor agrees to add 1% hydrated lime to class "B" Asphalt Concrete mix at no additional cost to state.

INSTRUCTIONS

After the signature of the contractor has been obtained, submit six copies (including original copy) to the Salem Office. After approval by the Assistant State Highway Engineer, approved copies will be sent to the Contractor, the Division Engineer, and the Resident Engineer.

This order does not constitute authority for expenditure until approved by the Assistant State Highway Engineer or State Highway Engineer.

Project authorization	$128,291.85
Present estimate of project cost, including $0.00 for work under this order	$128,291.85
Expected under-run / over-run (amount)	$ 00
Expected under-run / over-run (per cent)	00

Space to right of this line is for use of Salem Office

Submitted by: P. J. Sumpter
Resident Engineer

Approval Recommended: Alfred Thurley Jr.
Division Engineer

Approval Recommended: John P. Bond
Construction Engineer or Bridge Engineer

Signed Craig Landoen
Contractor

Craig Landoen

Approved: L. H. Young
Deputy State Highway Engineer, State Bridge Engineer, or Office Engineer.

State Printing

SIMS
ELECTRIC INC
(Formerly Trowbridge Electric Co. of Roseburg)
TELEPHONE (503) 673-5521 • 721 S. E. OAK AVENUE • ROSEBURG, OREGON 97470

May 22, 1967

Craig Landeen
Contractor
P. O. Box 825
Canby, Oregon

Re: Olds Ferry Project

Dear Sir:

As you probably know, we have completed as much of our work as possible to date. The only things left to do are to install the lighting fixtures, to connect the power service for the sign and to make the electrical connections to the building. We do not wish to go back to the job until these items can all be done at one time.

As you know, the building is not there yet so we are unable to make the connections and the pole provided by the power company has not been installed so we are unable to make the connections for the sign and service.

We understand the completion date is June 29th which is not too far off and we would appreciate your expediting with the State and the power company so that we may complete our work on time. We will not plan to go back to the job until we hear from you.

Very truly yours,

SIMS ELECTRIC, INC.

William H. Sims

WHS/ls

EXHIBIT F

DEPARTMENT
FEB 26 1968
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

RECEIVED
FEB 26 8 46 AM '68
CLAY MYERS
SECRETARY OF STATE

I-84-N-X(14)35 #134

6949

FILED
FEB 26 1968
CLAY MYERS
SECRETARY OF STATE

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 23, 1968

Yturri, O'Kief, Cox & Burnham
Attorneys at Law
Yturri Building
Ontario, Oregon 97914

Attention: Mr. James A. Cox

NOTED ON CARD

Gentlemen:

This is in reply to your letter of February 21 and attached Notice of Claim of Murphy Brothers, Inc., stating that Craig Landeen Construction Company owes them for asphalt aggregate in the amount of $5,913.75 plus interest.

The claim states this is in reference to the Craig Landeen Contract No. 6949 for grading, paving, and signing on the Olds Ferry Truck Scale site Section of the Old Oregon Trail in Malheur County.

We will advise the United Pacific Insurance Company and Lyle L. Read, Canby, Oregon, the surety and the agent on this contract, and we will also forward the claim to the Secretary of State for filing.

Please advise us when this claim has been satisfied.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc United Pacific Insurance Company
Lyle L. Read
Craig Landeen
Commissioners
Hon. Clay Myers - Please acknowledge receipt of this claim on the attached copy of this letter.

RECEIVED
FEB 28 1968
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM

TO: OREGON STATE HIGHWAY COMMISSION

NOTICE is hereby given that the undersigned MURPHY BROS., INC., P. O. Box 2685, Terminal Annex, Spokane, Washington 99220, has a claim for materials furnished to CRAIG LANDEEN CONSTRUCTION, P. O. Box 825, Canby, Oregon 97013, in the performance of the hereinafter described contract.

Said claim is for materials, to-wit: 2,365.5 net tons of asphalt aggregate for the price of $5,913.75 with interest thereon at six per cent per annum from November 1, 1967, used in the prosecution of highway construction as part of Oregon State Highway Department Contract #6949, Olds Ferry Truck Scale Site, Malheur County, and is against the bond taken from Craig Landeen Construction as principal and United Pacific Insurance Company, 415 S.W. 10th Avenue, Portland, Oregon 97205, as surety in connection with such contract.

The amount of this claim is the sum of $5,913.75 with interest as aforesaid. Six months have not elapsed since the date of acceptance of the work under said contract by the Oregon State Highway Commission.

Done and Dated this 20TH day of FEB, 1968.

MURPHY BROS., INC.

By _____

_____ Title

RECEIVED
FEB 23 1968

I-5ON-8(14)353
6949

February 21, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington [illegible]101

Gentlemen:

A post-final payment for $8,500 will be made to Craig Landeen on Contract No. 6949 for grading, paving, and signing on the Olds Ferry Truck Scale Site of the Old Oregon Trail in Malheur County as soon as the warrant is prepared.

The total amount paid on this contract will be $96,765.48 including the post-final payment. Of the total $106.02 is for forces account work.

Very truly yours,

Floyd Casey, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Mr. Craig Landeen
P. O. Box 825
Canby, Oregon 97013

Mr. C. H. Maison

RECEIVED
FEB 23 1968
FOR FILM
I-ON-8(14)353
6447

February 21, 1968

United Pacific Insurance Company
Fidelity and Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6043 awarded to Craig Landeen for grading, paving, and signing the Olds Ferry Truck Scale Site on the Old Oregon Trail in Malheur County was completed on October 31, 1967, and accepted by the Highway Commission on February 21, 1968.

Final payment in the amount of $5,372.53 will be released to the contractor after February 29, 1968. The total contract amount is $88,265.48 including $106.02 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Flo[illegible] Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn

cc Mr. Craig Landeen
P. O. Box 825
Canby, Oregon 97013

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
FEB 21 1968
FOR FILING

I-80N-8(14)353

6949

February 21, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed October 31, 1967, on Contract No. 6949. The contract was with Craig Landeen and was for grading, paving and signing on the Olds Ferry Truck Scale Site Section of the Old Oregon Trail Highway in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective February 21, 1968, and that you concur in this procedure at the Commission meeting on March 5.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb jes

RECEIVED
FEB 14 1968

I-FON-8(14)353
6949

February 14, 1968

Leroy E. Jellum Contractor, Inc.
P. O. Box 272
Pendleton, Oregon 97801

Gentlemen:

This is to acknowledge receipt of your claim letter of February 8 stating that Craig Landeen Construction owes you $17,503.15 for work performed and materials.

This appears to be in connection with the Craig Landeen Contract No. 6949 for grading, paving, and signing on the Olds Ferry Truck Scale Site of the Old Oregon Trail in Malheur County.

The United Pacific Insurance Company through Lyle L. Read, Canby, Oregon, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter.

The Secretary of State's office has notified us that your claim was filed in his office on February 9 and was assigned his File No. 4364.

Please notify this office when your claim has been paid.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Craig Landeen
United Pacific Insurance Company
Lyle L. Read
Hon. Clay Myers
Commissioners

CWH:fkn

NOTED ON CARD
2-14-68
fm

TEL. PENDLETON 276-5281

P. O. BOX 272

PERCY E. JELLUM
CONTRACTOR, INC.

PENDLETON OREGON

Feb. 8, 1968

Mr. Clay Myers
Secretary of State
Salem, Oregon

Mr. Floyd Query
Secretary
Oregon State Highway Commission
Salem, Oregon

Re: OSHD Contract #6949
Olds Ferry Truck Scale Site

Gentlemen:

Percy E. Jellum Contractor, Inc. has a claim against Craig Lardeen Construction, P. O. Box 825, Canby, Oregon, and United Pacific Insurance Company, surety on the payment and Performance Bond, in the amount of $17,503.15. This claim arises out of work performed and materials furnished to Craig Landeen Construction during the period of September 1 through September 9, 1967, in prosecution of the noted contract.

Kindly acknowledge receipt.

Very Truly Yours,
PERCY E. JELLUM CONTRACTOR, INC.

Percy E. Jellum, Pres.

PEJ:jdt

cc: Craig Landeen Const.
United Pacific Incurance Co.

NOTED
FLOYD QUERY

Sec. of State
2-9-68
File No. #4364

RECEIVED
FEB 9 1968
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
FEB 13 1968
FOR FILING

I-80N-8(14)353
6949

February 9, 1968

Oregon State Highway Commission

Request for Extension of Time
No. 2
March 5, 1968 meeting

Gentlemen:

Craig Landeen, contractor on the Olds Ferry Truck Scale Site on the Old Oregon Trail (I-80N) in Malheur County, Contract No. 6949, requests an increase of 124 calendar days. The contractor's request is based on a suspension of work due to unsuitable weather; plan, quantity and specification changes; and delays caused by work on an adjacent project.

The suspension of work is not a justifiable reason as this was a normal winter condition occurring during the expected contract period and no stop work order was issued.

Delays caused by work on an adjacent project concerned the acquisition of paving aggregates which was the subject of a request you denied July 24, 1967. This is not a valid reason for an extension.

The contract time ran out on June 29. On August 1, we notified him that there would be guardrail changes and to do no further work on this item. During the period between August 1 and October 17 (76 days), this order remained in effect. The long time lag resulted from a lack of information on the part of the State as to the specifics of the changes that were required to meet new safety standards.

Guardrail installation started on October 17 and was completed on October 31, the final date of the contract. Nine of these 15 calendar days were spent on installing rail members or extra rail items beyond that contemplated in the original contract.

We therefore recommend that the contract time be extended 76 days for the period between August 1 and October 17, plus the nine days for the added work, for a total of 85 days. This will leave 39 penalty days totaling $3,900 in liquidated damages to be assessed. Bureau of Public Roads' concurrence has been obtained.

This matter was verbally approved by Chairman Jackson on February 9 and will be on the agenda for your confirmation at the March 5 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

Enclosure

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

JB:NN:fw FBK:srb jas

Form FH-121 (4-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS
477 Cottage St. NE. - Salem OR 97301

DATE: February 2, 1968

In reply refer to: 08-35-DA

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : G. R. Brooks, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(14)353
Old Oregon Trail Highway
Olds Ferry Truck Scale Site, Request for Time Extension

We concur in the time extension of 85 calendar days for the reasons set forth in Mr. F. B. Klaboe's January 31, 1968 letter on the above subject.

2-6-68

REFERRED TO
Morgan - Young - Munson
BY ASST. STATE HWY. ENGR

NOTED
F. B. KLABOE

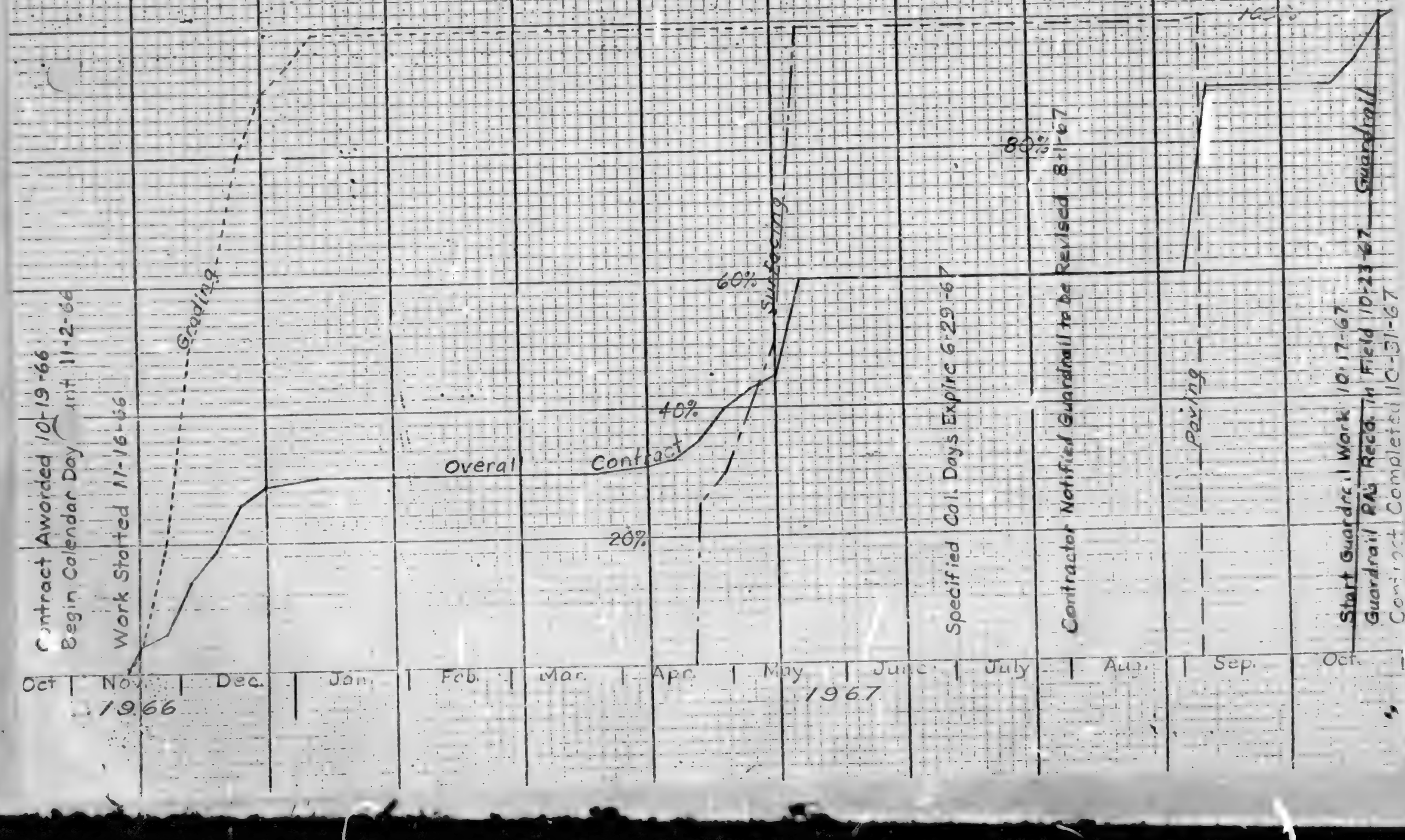
BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OLDS FERRY TRUCK SCALE SITE

OLD OREGON TRAIL HIGHWAY

Contract 6943 — Project I-84N-8(14)253

PROGRESS CHART



FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

January 30, 1968

SUBJECT: Extension of Time
Olds Ferry Truck Scale Site
Old Oregon Trail Highway
Contract 6949

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received from Craig Landeen, contractor on the subject contract, the attached request for an increase of 124 calendar days. The contractor's request is based on suspension of work due to unsuitable weather, changes in plans, quantities and specifications, and delays caused by work on an adjacent contract.

The suspension of work to which the contractor refers was a normal winter weather condition. No stop work order was issued and although the contractor could not proceed with his contract work because of the inclement weather, this is not a reason for extension under the contract specifications. The contract was awarded in the fall of 1966 and obviously would extend through a winter season and the contract time was established accordingly. A progress chart is attached.

The changes in plans, quantities and specifications referred to by the contractor concerned Price Agreements 2, 3, 4 and 8 through 11. Price Agreements 2 and 3 concerned changes in the drainage work amounting to $1,360.60. While these changes did require some time to perform, all of the contract work except for paving, guard rail and signing was completed by May 18, 1967, some 6 weeks prior to the expiration of the specified calendar days. No extension for this work can be recommended. Price Agreements 4, and 8 through 11 concerned guard rail revisions. The specified calendar days expired on June 29, 1967. The contractor was notified August 1, 1967, that guard rail revisions would be made in order to conform to the latest safety standards which were being evolved about that time. Price Agreement No. 4 was the first guard rail modification but work under the order was deleted as a part of Price Agreement No. 11. Approved Price Agreements 8 through 11 were received in the field on October 23. The guard rail and median barrier work was completed October 28. The actual guard rail work required 12 days to perform. The final guard rail and median barrier costs exceeded the original plan quantity by 77% because of the changes made. We believe the contractor is entitled to an increase of 77% of the 12 days, plus all of the time from the date he was notified that the changes would be made (August 1) until the guard rail work actually was started (October 17). This amounts to 85 calendar days.

The contractor's third reason for requesting an extension is the same one he submitted in an earlier request which the Highway Commission denied on July 24, 1967. It is unfortunate that the contractor experienced such difficulties in acquiring paving aggregates but we cannot find any justification for an extension for that reason.

The contract was completed October 31, 1967, at which time 124 calendar days in excess of the 240 days allowed had been charged. This represents $12,400 in liquidated damages based on the rate of $100 per day. We recommend that the calendar days be increased by 85 which will reduce the liquidated damages to $3,900 outstanding.

This matter has been discussed with the Bureau of Public Roads Area Engineer who agrees that our reasons for grating the extension appear to be valid.

Rough drafts of letters to the Bureau of Public Roads and to the Highway Commission are attached.

F. D. Morgan
Construction Engineer

By John A. Bond
John A. Bond
Staff Assistant

JAB-DES:nn

Enc.

cc: L. H. Young

RECEIVED
JAN 31 1968
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6949 Contractor Craig Landeen

Highway Old Oregon Trail

Section Olds Ferry Truck Scale Site

Kind of Work Grading, Paving and Signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be XXXXXXXXGRANTED. The reasons for such recommendation are as follows:

An extension of 85 calendar days is justified for the late guard rail charges.

Recommended for Approval:

H. S. COULTER
Asst. Division Engineer

for Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27930

Contract No. 6949

Project designation I80N-8(14) 353
State-Federal

Date awarded 10/19/66

Work started 11/16/66

Per cent completed 100% 10/31/67
Date

No. of ~~Workdays~~ Calendar days Allowed 240

No. of ~~Workdays~~ Calendar days Used 364

No. of Added ~~Workdays~~ Requested 85

E—330 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Dec 19, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from see below days to days, within which to complete our Contract No. 6949, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Am requesting additional days sufficient to make completion date of Oct. 31, 1967. Reasons for this request are on attached forms. Claim is submitted under article 8-8 of the General Special Provisions Dated Jan 1 1966.

Respectfull, submitted,

Craig Landeen Construction
Contractor

By Craig Landeen
Craig Landeen

CONSENT OF SURETY

Date January 10, 19 68

We, UNITED PACIFIC INSURANCE COMPANY

415 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Karen L. Chamberlain
Attorney-in-fact

(SEAL)

Verner Peters
Resident Agent

(6) [illegible]
JAN 31 1968
FOR FILING
I-80N-8(14)353
6949

January 31, 1968

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon 97301

Dear Sir:

Re: Request for Time Extension, Olds Ferry Truck Scale Site, Old Oregon Trail Highway
Project I-80N-8(14)353

We have received from Orrig Landeen, contractor on this contract, a request for an increase of 124 calendar days. The contractor's request is based on suspension of work due to unsuitable weather; changes in plans, quantities and specifications; and delays caused by work on an adjacent contract.

The suspension of work to which the contractor refers was a normal winter weather condition. No stop work order was issued and, although the contractor could not proceed with his contract work because of the inclement weather, this is not a reason for an extension under the contract specifications. The contract was awarded in the fall of 1966 and obviously would extend through a winter season and the contract time was established accordingly.

The changes in plans, quantities and specifications referred to by the contractor concerned Price Agreements 2, 3, 4 and 8 through 11. Price Agreements 2 and 3 concerned changes in the drainage work amounting to $1,360.60. While these changes did require some time to perform, all of the contract work except for paving, guardrail and signing was completed by May 18, 1967, some six weeks prior to the expiration of the specified calendar days. No extension for this work can be recommended. Price Agreements 4, and 8 through 11 concerned guardrail revisions. The specified calendar days expired on June 29, 1967. The contractor was notified August 1, 1967, that guardrail revisions would be made in order to conform to

the latest safety standards which were being evolved about that time. Price Agreement 4 was the first guardrail modification but work under the order was deleted as a part of Price Agreement 11. Approved Price Agreements 8 through 11 were received in the field on October 23. The guardrail and median barrier work was completed October 28. The actual guardrail work required 12 days to perform. The final guardrail and median barrier costs exceeded the original plan quantity by 77 percent because of the changes made. We believe the contractor is entitled to an increase of 77 percent of the 12 days, plus all of the time from the date he was notified that the changes would be made (August 11 until the guardrail work actually was started (October 17). This amounts to 85 calendar days.

The contractor's third reason for requesting an extension is the same one he submitted in an earlier request which the Highway Commission denied July 24, 1967. It is unfortunate that the contractor experienced such difficulties in acquiring paving aggregates but we cannot find any justification for an extension for that reason.

The contract was completed October 31, 1967, at which time 124 calendar days in excess of the 240 days allowed had been charged. It is our recommendation that the calendar days be increased by 85. Your concurrence is requested.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

DES:nn srb

I-90N-8(14)353
6949

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Olds Ferry Truck Scale Site		WEEK ENDING: December 16, 1967
		SECTION PREFIX: 623-1014
HIGHWAY: Old Oregon Trail		COUNTY: Malheur
NAME OF JOB: Olds Ferry Truck Scale Site	KIND OF WORK: Grading, Paving and Signing	
CONTRACTOR: Craig Landeen	CONTRACT NUMBER: 6949	FEDERAL AID PROJECT NUMBER: I-80N-8(14)353
DATE OF CONTRACT: October 16, 1966	DATE WORK STARTED: November 16, 1966	ESTIMATED COMPLETION DATE: October 31, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 240	CALENDAR DAYS USED: 364
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 152
PROJECT AUTHORIZATION: $ 128,291.85		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 119,168.87	ENGINEERING AUTHORIZATION $ 9,122.98	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 113,508.36	ENGINEERING COST TO DATE $ 13,500.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 96
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 4.7 %	PERCENT OF AUTHORIZATION: 148 %	DATE PROJECT WAS COMPLETED: 10/31/67 Semi-final was submitted December 13, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.46	0.46			0.46
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.46	0.46			0.46
TOTAL ESTIMATED QUANTITIES (CONTRACT)	37,800 cy	3,700 cy			2,800 ton
TOTAL QUANTITIES CORRECTED TO DATE	35,858 cy	2,621 cy			2,500 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	35,858 cy	2,621 cy			2,500 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Fair all week.			Routing
TUESDAY				RECEIVED
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Semi-final was submitted to division office Dec. 13th (Wednesday of this week.
Two men from Coral Corp. (Guard rail sub-contractor) cleaned paint from guard rail and pavement on Thursday of this week.
Alfred Shirley, Ass't. Div. Engr., and R. Nichols, BPR Area Engr. were in this office Thursday and Mr. Nichols looked over project records for this project.

This will be final weekly report submitted on this project.

SIGNED P. F. Burnett LOCATION Ontario

P. F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

(REV. 3-66) CC: OSHD (Salem) Region Wash DC

BUREAU OF PUBLIC ROADS

INTERMEDIATE CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

REGION NO.	REPORT NO.	COUNTY	STATE
[illegible]	Final	Malheur	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
12-14-67	R. A. Nichols, Area Engr		I-80N-8(14)353

IN COMPANY WITH
Alfred Shirley, Jr., Asst Div Engr; discussed with P. F. Burnett, Res Engr

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	152 %	100 %

REMARKS (1) COMPLETED WORK: (2) WORK IN PROGRESS: (3) COMMENTS AND RECOMMENDATIONS

I-80N-8(14)353
6747

OLDS FERRY - TRUCK SCALE SITE
OLD OREGON TRAIL HIGHWAY
Grading, Paving and Signing

NOTED F. B. KLABOE

All the project work was completed on October 31, 1967 and, as of that date, 364 calendar days have been charged to the contractor; considerably more than the 240 calendar days allowed in the contract. There were three major delays in completing the contract work. They were: (1) work stoppage due to winter conditions, (2) work stoppage due to inability to obtain asphaltic concrete at suitable prices, (3) delay in arriving at agreed prices for the last guardrails.

The contract work (grading) was started in November 16, 1966. The grading operations were completed except for final trimming on January 7, 1967. The contract work was then discontinued until March 15, 1967 when a subcontractor started to place corner and brace posts for fencing. This operation continued until March 22 when the contract work was again shut down until April 10. At that time the contractor started to work on the manholes and drainage ditches. The writer believes that the foregoing work stoppages were primarily due to unsuitable working conditions due to winter weather. It appears that a winter shutdown was taken into consideration when the allowed contract time was determined in that the 240 days allowed are considerably more than needed to complete the contract work on this small project.

The contractor continued work on manholes, drainage ditches, base rock, curbs and scale pits and electrical work until May 19, 1967. At that time the contractor had completed most of the work which could be done prior to paving operations. The contractor discontinued his operations on the project on that date and did not resume them until August 24 when he started preparatory work such as removing oil shoulders, guardrails and backfilling curbs prior to the paving operations. The actual paving operations started on

(more)

Morgan
1-11-68

RECEIVED JAN 10 1968 OFFICE OF

September 5, 1967. There are indications that the prime contractor did not have an enforceable agreement with the local suppliers of asphaltic concrete when he submitted his bid for this project and that he subsequently could not arrange a subcontract suitable to him. For this reason it is believed that he chose to delay the paving operations until an asphaltic concrete paving subcontractor for an adjacent project moved into the area. As mentioned previously, the paving subcontractor began working on September 5. He completed the paving operations on September 7 and the contractor shaped the surfacing slopes and worked on general cleanup on September 8.

There was no further contract operations until October 16, the date the contractor started to put up breakaway sign posts and hang signs. The subcontractor started to work on the median and guardrail on October 17. Work on the project was continued until it was completed on October 31, 1967. The guardrails and median rails on this project were revised to comply with the new safety standards. There was considerable negotiation on the price of the revised guardrail and median rail. As a result, the price agreement covering the cost of this work was not approved until October 16, 1967. Apparently the commencement of this latter phase of work was delayed because the subcontractor reportedly refused to start the work until a price agreement had been approved. It is noted that the guardrail work started the day after the price agreement was approved.

The project records reviewed indicated that the materials incorporated into the project substantially met specification requirements.

RECEIVED
DEC 5 - 1968

COMMISSIONERS –
GLENN C. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

I-80N-8(14)353
6949

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

November 3, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St. N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on October 31, 1967, on Contract No. 6949, Olds Ferry Truck Scale Site Section, in Malheur County, in connection with Federal-Aid Project No. I-80N-8(14)353.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement Date 12-13-67

NOTED
F.B. KLABOE

young
1-5-68

Conditions noted on above date:

None

RAN

A. W. Parsons
Division Engineer

By: G. R. Brooks
G. R. Brooks
District Engineer

RECEIVED
JAN 4 - 1968
OFFICE OF
STATE HIGHWAY ENGR

cc: Forrest Cooper
L. H. Young

RECEIVED
AUG 2 1 1967
FOR FILING

I-80N-8(14)353
6949

C

July 27, 1967

#10

Mr. Craig Landeen
P. O. Box 825
Canby, Oregon 97013

Dear Mr. Landeen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6949 on the Olds Ferry Truck Scale Site on the Old Oregon Trail in Malheur County.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an increase in the number of calendar days from 240 to 340.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: A. F. Parsons
P. F. Burnett
L. H. Young
F. D. Morgan
C. H. Maison

FORM H-30 80M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 12, 1967

SUBJECT: Extension of Time
Olds Ferry Truck Scale Site
Old Oregon Trail Highway
Contract 6949

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a request from Craig Landeen, contractor on the subject contract, for an increase of 80 calendar days. The contractor's request is based on a delay due to the use of a material source by a contractor on an adjacent project.

This contract is governed by the 1964 Standard Specifications with the latest modifications. The Special Provisions for this contract list a State-controlled material source as a prospective source. The contractor is also advised in this provision that this source is also available for use by the contractor on the Lime-Malheur County Line Section, who has priority. The contractor on the Lime-Malheur County Line contract did not elect to use this source (gravel along Snake River) but instead developed one of his own. It is from this source that the contractor on the Olds Ferry Truck Scale Site intends to secure his paving aggregates. Neither contractor utilized the prospective source listed in the Special Provisions.

This delay caused by an adjacent contractor's use of his own material source is not a valid reason for granting an increase in time under the applicable specifications. We, therefore, recommend that the request be denied. The contractor does not adequately explain his effort to locate alternate sources of the A.C. material or just why the problem is beyond his control.

This matter has been discussed with the Bureau of Public Roads Area Engineer who has indicated that he would not recommend an extension of time based on the contractor's reason. It might be claimed that no damage would be sustained by the late completion of the subject contract since the scale site should not be utilized until the Lime-Malheur County Line contract is completed. The Bureau of Public Roads recently denied a request for an extension of time on the Salt Creek Bridges contracts where this factor was brought into the discussion. These time extensions were requested on the basis that no hardship had been sustained by the State or the public. Our Legal Division has recently written an opinion related to these requests that when no actual damage occurred there was no valid reason for charging liquidated damages. The Bureau countered this by stating that

our specifications do not require a definite determination of actual damage sustained and refer to engineering charges as one item of damage. We propose to follow a similar policy, the same as we have in the past, and not attempt to justify the extent of actual damages as a condition to assessing them.

The estimated completion date for this contract is August 15, 1967. This would represent 47 days in excess of those allowed and amount to $4,700 in liquidated damages.

Attached is a rough draft of a letter to the Highway Commission recommending that the request be denied.

F. D. Morgan,
Construction Engineer

By John A. Bond

John A. Bond,
Staff Assistant

JAB-DES:nn
Encs.
cc: L. H. Young

RECEIVED
JUL 17 1967
FOR FILING

I-80N-8(14)333

6949

July 14, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 10
July 24, 1967 meeting

Gentlemen:

Craig Lamdeen, contractor on the Olde Ferry Truck Scale Site on the Old Oregon Trail (I-80N) in Malheur County, Contract No. 6949, has requested an increase in the number of calendar days allowed on this project from 240 to 320. The contractor's request is based on a delay in availability of paving material from a contractor on an adjacent project.

The contractor intends to secure his paving aggregates from a source developed by the contractor on another project. Using this source is entirely the contractor's choice, as it is not the material source offered by the specifications for the scale site project. Delay in availability of the paving material under these circumstances is not a valid reason for extension under the specifications covering this contract. We recommend that the contractor's request be denied.

Based on the estimated completion date of August 15, 1967, there will be 47 days on which liquidated damages will be charged amounting to $4,700.

This matter will be on the agenda for your consideration at the July 24 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc Floyd Query
R. L. Porter
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

JAB:ss fn

Enc.

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6949 Contractor Craig Landeen

Highway Old Oregon Trail

Section Olds Ferry Truck Scale Site

Kind of Work Grading, paving and signing

It is recommended that the request for increase in the number of workdays within which to complete said contract be DENIE[redacted] The reasons for such recommendation are as follows:

[redacted].

Delay caused by adjacent contractor's use of his own material source is not a valid reason for granting an increase in time under the contract specifications.

Recommended for Approval:

H S Coulter
Division Engineer

Construction Engineer or Bridge Engineer

Assistant State Highway Engineer

Contract No.	6949
Project designation	I-[redacted]-8(14)353 State-Federal
Date awarded	October 17, 1966
Work started	November 16, 1965
Per cent completed	60 on July 1, 1967 Date
No. of Calendar Workdays Allowed	240
No. of Calendar Workdays Used	242 on 7/1/67
No. of Added Calendar Workdays Requested	0

SP*6306-734

20-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

6-26 67

Oregon State Highway Commission
Salem, Oregon 97310

Date ....., 19.....

Gentlemen:

6969

220 320 We, the undersigned, respectfully request an increase in the number of workdays from ..... days to ..... days, within which to complete our Contract No. ....., without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

material supply we have elected not to become involved in
available. This is causing us to stand by until this
material can be made in sufficient quantity. This in
the aggregate for the plant mix and the class B. to
have made a serious effort to be ahead on schedule but
this problem is beyond our control.

Respectfully submitted,
Craig Lawson

..... Contractor

By Craig Lawson

CONSENT OF SURETY

Date June 28, 1967, 19.....

We, UNITED PACIFIC INSURANCE COMPANY

615 SW Tenth Avenue, Portland, Oregon 97205, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Emma M. Kemp
..... Attorney-in-fact
Emma M. Kemp

(SEAL)

..... Resident Agent

RECEIVED
MAY 22 1967
FOR FILING

FORM E-30 SOM 10-66 SP*23401-734

I-X-11-8(14)353

6949

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 15, 1967

SUBJECT: Electrical Service Agreement
Olds Ferry Scale House

To: Tom Edwards
Assistant State Highway
Engineer
B U I L D I N G

There is attached an Electrical Service Agreement with the Idaho Power Company involving the Olds Ferry Scale House which is currently under contract. This agreement guarantees a minimum annual service of $72 to Idaho Power for ten years. This is the power company's standard agreement in those cases where their line facilities have to be extended for a distance in order to serve the customer.

This agreement is in the form of a contract, and for this reason I recommended to the Division Office that it be transmitted to Salem for execution. It is recommended that you approve the agreement. A copy of the approved agreement should be transmitted to the Division Office for their use; the Accounting Division should also be notified.

Initialed 5-22-67 L. E. George
L. E. George
Assistant Traffic Engineer

LEG:mk

Attachment

Jowns B Cliff Maier
B/S Execute
5-22-67

NOTED
TOM EDWARDS

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-90	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 4 #.147	11-10-66	COUNTY Malheur
		PROJECT NO. I-80N-8(14)353

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Olds Ferry Truck Scale Site.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 110,262	Fed Rate $ 101,700.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B K Lobe
Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. PARSONS, Division Engineer

By L. R. Bucklund, Administrative Manager

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-80N-8(14)353

OLDS FERRY TRUCK SCALE SITE ON THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Project agreement estimate.

Salem, Oregon, October 25, 1966

Type Code Y021
Truck Scale Site (Sta. 118+00 to Sta. 142+00)(Contract 6949)

Clearing and Grubbing	All Required			$ 3,000.00
General Excavation, Unclassified	37,000	cu.yd.	$0.90	33,300.00
Finishing Roadbed and Slopes	All Required			500.00
Rounding Cutbanks	1,000	lin.ft.	0.20	200.00
Trench Excavation	16	cu.yd.	5.00	80.00
Watering	200	M-gal.	5.00	1,000.00
3/4" - 0 Material in Base	200	cu.yd.	4.75	950.00
Stone Base	3,500	cu.yd.	4.75	16,625.00
Plant Mix, Bituminous Base	1,100	ton	3.90	4,290.00
Class "B" Asphalt Concrete	1,700	ton	11.00	18,700.00
12-inch Metal Culvert Pipe	20	lin.ft.	3.00	60.00
24-inch Concrete Culvert Pipe	30	lin.ft.	10.00	300.00
Concrete Inlet, Type GB-1	2	only	120.00	240.00
Concrete Curbs	56	cu.yd.	55.00	3,080.00
Concrete End Pieces	1	only	75.00	75.00
9-inch Concrete Surfacing	120	sq.yd.	12.50	1,500.00
Guide Posts, W-1	6	only	7.50	45.00
Guide Posts, Y-2 and Y-3	34	only	8.50	289.00
Median Barrier	660	lin.ft.	4.00	2,640.00
Extra for Painting Rails	1,320	lin.ft.	0.15	198.00
Salvaging Guard Rail	500	lin.ft.	0.75	375.00
Guard Rail-Salvaged Guard Rail	500	lin.ft.	1.25	625.00
Type 1 Fence	70	rod	10.00	700.00
Sign Support Footings	All Required			1,390.00
Breakaway Sign Posts	All Required			2,135.00
Type "A" Signs in Place	172	sq.ft.	7.85	1,350.20
Type "D" Signs in Place	20	sq.ft.	4.50	90.00
Illumination	All Required (72%)			4,881.60
				$ 98,618.80
Flagging (57% of Contractor's Cost)	All Required			$ 1,000.00
Work by Idaho Power Co.	All Required			620.00
				$ 1,620.00
		Subtotal		$100,238.80
		10% Engr. & Cont.		10,023.20
		Total		$110,262.00

Length of Project . . . . 0.00 Mile

Federal Funds	$101,700.00
State Funds	8,562.00
Total	$110,262.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 51, Laws 1920;
Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

OLDS FERRY TRUCK SCALE SITE

UTILITY WORK

PROJECT NO. I-80N-8(14)353

Work by Idaho Power Co.

Material	$ 201.93
Labor	427.80
Expense	15.00
Equipment	39.60
Overhead	42.26
Material Credits	(126.93)
Total	$ 619.68
Use	$ 620.00

OLDS FERRY TRUCK SCALE SITE

STATE WORK

Construct Scale Pit & Approach Slabs	All Required	$ 7,000.00
Illumination	All Required (28%)	1,898.40
		$ 8,898.40

Additional Items

Scale and Scale House	All Required	$ 4,000.00
Open & Close Sign	All Required	900.00
		$ 4,900.00
		$ 13,798.40

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(14)353

OLDS FERRY TRUCK SCALE SITE ON THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

P.S. & E. estimate.

Salem, Oregon, September 7, 1966

Type Code Y021
Truck Scale Site (Sta. 118+00 to Sta. 142+00)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	37,000 cu.yds.	$ 0.75	27,750.00
Finishing Roadbed and Slopes	All Required		1,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	16 cu.yds.	5.00	80.00
Watering	200 M-gal.	3.50	700.00
3/4" - 0 Material in Base	200 cu.yds.	4.25	850.00
Stone Base	3,500 cu.yds.	4.00	14,000.00
Plant Mix, Bituminous Base	1,100 tons	9.50	10,450.00
3/4" - 0 Aggregate in Prime Coat	50 cu.yds.	6.50	325.00
MC-250 Asphalt in Prime Coat	8 tons	60.00	480.00
Class "E" Asphalt Concrete	1,700 tons	10.00	17,000.00
12-inch Metal Culvert Pipe	20 lin.ft.	4.50	90.00
24-inch Concrete Culvert Pipe	30 lin.ft.	10.00	300.00
Concrete Inlets, Type GB-1	2 only	200.00	400.00
Concrete Curbs	56 cu.yds.	55.00	3,080.00
Concrete End Pieces	1 only	200.00	200.00
9-inch Concrete Surfacing	120 sq.yds.	10.00	1,200.00
Guide Posts, Y-1	6 only	8.50	51.00
Guide Posts, Y-2 and Y-3	34 only	9.50	323.00
Median Barrier	660 lin.ft.	4.50	2,970.00
Extra for Painting Rails	1,320 lin.ft.	0.25	330.00
Salvaging Guard Rail	500 lin.ft.	1.50	750.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.50	750.00
Type 1 Fence	70 rods	9.00	630.00
Sign Support Footings	All Required		210.00
Pipe Sign Posts	All Required		550.00
Single Sign Supports	All Required		1,330.00
Painted Wood Sign Posts	All Required		220.00
Type "A" Signs in Place	175 sq.ft.	8.50	1,487.50
Type "D" Signs in Place	20 sq.ft.	6.00	120.00
Illumination	All Required		5,750.00
			$ 94,626.50
Flagging (57½% of Contractor's Cost)	All Required		$ 1,000.00
	Subtotal		$ 95,626.50
	10% Engr. & Cont.		9,562.50
	Total		$105,189.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(14)353

OLDS FERRY TRUCK SCALE SITE ON THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

P.S. & E. estimate.

Salem, Oregon, September 7, 1966

Type Code 7021
Truck Scale Site (Sta. 118+00 to Sta. 142+00)

Clearing and Grubbing	All Required			$ 1,000.00
General Excavation, Unclassified	37,000	cu.yds.	$ 0.75	27,750.00
Finishing Roadbed and Slopes	All Required			1,000.00
Rounding Cutbanks	1,000	lin.ft.	0.25	250.00
Trench Excavation	16	cu.ydr.	5.00	80.00
Watering	200	M-gal.	3.50	700.00
3/4" - 0 Material in Base	200	cu.yds.	4.25	850.00
Stone Base	3,500	cu.yds.	4.00	14,000.00
Plant Mix, Bituminous Base	1,100	tons	9.50	10,450.00
3/4" - 0 Aggregate in Prime Coat	50	cu.yds.	6.50	325.00
MC-250 Asphalt in Prime Coat	8	tons	60.00	480.00
Class "B" Asphalt Concrete	1,700	tons	10.00	17,000.00
12-inch Metal Culvert Pipe	20	lin.ft.	4.50	90.00
24-inch Concrete Culvert Pipe	30	lin.ft.	10.00	300.00
Concrete Inlets, Type CB-1	2	only	200.00	400.00
Concrete Curbs	56	cu.yds.	55.00	3,080.00
Concrete End Pieces	1	only	200.00	200.00
9-inch Concrete Surfacing	120	sq.yds.	10.00	1,200.00
Guide Posts, W-1	6	only	8.50	51.00
Guide Posts, Y-2 and Y-3	34	only	9.50	323.00
Median Barrier	660	lin.ft.	4.50	2,970.00
Extra for Painting Rails	1,320	lin.ft.	0.25	330.00
Salvaging Guard Rail	500	lin.ft.	1.50	750.00
Guard Rail-Salvaged Guard Rail	500	lin.ft.	1.50	750.00
Type 1 Fence	70	rods	9.00	630.00
Sign Support Footings	All Required			210.00
Pipe Sign Posts	All Required			550.00
Single Sign Supports	All Required			1,530.00
Painted Wood Sign Posts	All Required			220.00
Type "A" Signs in Place	175	sq.ft.	8.50	1,487.50
Type "D" Signs in Place	20	sq.ft.	6.00	120.00
Illumination	All Required			5,750.00
				$ 94,626.50
Flagging (57½% of Contractor's Cost)	All Required			$ 1,000.00
	Subtotal			$ 95,626.50
	10% Engr. & Cont.			9,562.50
	Total			$105,189.00

Length of Project - - - - - - - - 0.00 Mile

Work Retained in Program Status

Work by Idaho Power Co.	All Required	$ 620.00
		$ 620.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Truck Scale Site	$105,189.00	$97,000.00	$8,189.00
Retained in Program Status	620.00	570.00	50.00
	$105,809.00	$97,570.00	$8,239.00

CL-3 FERRY TRUCK SCALE SITE

STATE WORK

Construct Scale Pit & Approach Slabs	All Required	$ 7,500.00
Additional Items		
Scale and Scale House	All Required	$ 4,000.00
Open & Close Sign	All Required	900.00
		$ 4,900.00
		$12,400.00

OLDS FERRY TRUCK SCALE SITE

UTILITY WORK

PROJECT NO. I-80N-6(14)353

Work by Idaho Power Co.

Material		$201.95
Labor		427.80
Expense		19.00
Equipment		59.60
Overhead		42.26
Material Credits		(126.93)
	Total	$619.68
	USE	$620.00

Oregon State Highway Department

Federal Aid
Project No. I-80N-8(14)353

OLDS FERRY TRUCK SCALE SITE ON THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

P. S. & E. Estimate

Salem, Oregon September 7, 1966

Type Code Y021
Truck Scale Site (Sta. 118+00 to Sta. 142+00)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclassified	37,000 C.Y.	$0.75	27,750.00
Finishing Roadbed and Slopes	All Required		1,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	16 cu.yd.	5.00	80.00
Watering	200 M-gal.	3.50	700.00
3/4" - 0 Material in Base	200 cu.yd.	4.25	850.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Plant-Mix, Bituminous Base	1,100 ton	9.50	10,450.00
3/4" - 0 Aggregate in Prime Coat	50 cu.yd.	6.50	325.00
MC-250 Asphalt in Prime Coat	8 ton	60.00	480.00
Class "B" Asphalt Concrete	1,700 ton	10.00	17,000.00
12-inch Metal Culvert Pipe	20 lin.ft.	4.50	90.00
24-inch Concrete Culvert Pipe	30 lin.ft.	10.00	300.00
Concrete Inlet, Type GB-1	2 only	200.00	400.00
Concrete Curbs	56 cu.yd.	55.00	3,080.00
Concrete End Pieces	1 only	200.00	200.00
9-inch Concrete Surfacing	120 sq.yd.	10.00	1,200.00
Guide Posts, W-1	6 only	8.50	51.00
Guide Posts, Y-2 and Y-3	34 only	9.50	323.00
Median Barrier	660 lin.ft.	4.50	2,970.00
Extra for Painting Rails	1,320 lin.ft.	0.25	330.00
Salvaging Guard Rail	500 lin.ft.	1.50	750.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.50	750.00
Type 1 Fence	70 rods	9.00	630.00
Sign Support Footings	All Required		210.00
Pipe Sign Posts	All Required		550.00
Sirgle Sign Supports	All Required		1,330.00
Painted Wood Sign Posts	All Required		220.00
Type "AA" Signs in Place	175 sq.ft.	8.50	1,487.50
Type "D" Signs in Place	20 sq.ft.	6.00	120.00
Illumination	All Required		3,750.00
			$ 94,626.50
Flagging (5 7½% of Contractors Cost)	All Required		1,000.00
	Subtotal		$ 95,626.50
	10% Engr. & Cont.		9,562.50
	Total		$105,189.00

Length of Project...0.00 mile

Federal Funds	$ 97,000.00
State Funds	8,189.00
	$105,189.00

OLDS FERRY TRUCK SCALE SITE

STATE WORK

Const. Scale Pit & Approach Slabs	All Required	$ 7,500.00

Additional Items

Scale and Scale House	All Required	$ 4,000.00
Open & Close Sign	All Required	900.00
		$ 4,900.00
		$ 12,400.00

Oregon State Highway Department

Federal-Aid
Project No. I-80N-8(14)353

OLDS FERRY TRUCK SCALE SITE ON THE

OLD OREGON TRAIL HIGHWAY IN MALHEUR COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, October 7, 1966

Type Code Y021
Truck Scale Site (Sta. 118+00 to Sta. 142+00)

Clearing and Grubbing	All Required		$ 1,000.00
General Excavation, Unclass.	37,000 cu.yd.	$ 0.75	27,750.00
Finishing Roadbed and Slopes	All Required		1,000.00
Rounding Cutbanks	1,000 lin.ft.	0.25	250.00
Trench Excavation	16 cu.yd.	5.00	80.00
Watering	200 M-gal.	3.50	700.00
3/4" - 0 Material in Base	200 cu.yd.	4.25	850.00
Stone Base	3,500 cu.yd.	4.00	14,000.00
Plant-Mix Bituminous Base	1,100 ton	9.50	10,450.00
Class "B" Asphalt Concrete	1,700 ton	10.00	17,000.00
12-inch Metal Culvert Pipe	20 lin.ft.	4.50	90.00
24-inch Concrete Culvert Pipe	30 lin.ft.	10.00	300.00
Concrete Inlets, Type GB-1	2 only	200.00	400.00
Concrete Curbs	56 cu.yd.	55.00	3,080.00
Concrete End Pieces	1 only	200.00	200.00
9-inch Concrete Surfacing	120 sq.yd.	10.00	1,200.00
Guide Posts, W-1	6 only	8.50	51.00
Guide Posts, Y-2 and Y-3	34 only	9.50	323.00
Median Barrier	660 lin.ft.	4.50	2,970.00
Extra for Painting Rails	1,320 lin.ft.	0.25	330.00
Salvaging Guard Rail	500 lin.ft.	1.50	750.00
Guard Rail-Salvaged Guard Rail	500 lin.ft.	1.50	750.00
Type 1 Fence	70 rod	9.00	630.00
Sign Support Footings	All Required		640.00
Breakaway Sign Posts	All Required		2,880.00
Type "A" Signs in Place	172 sq.ft.	7.50	1,290.00
Type "D" Signs in Place	20 sq.ft.	6.00	120.00
Illumination	All Req. (72%)		4,140.00
			$ 93,224.00
Flagging (57½% of Contractor's Cost)	All Required		1,000.00
	Subtotal		$ 94,224.00
	10% Engr. & Cont.		9,422.00
	Total		$103,646.00

Length of Project - - - - 0.00 Mile

Work Retained in Program Status

Work by Idaho Power Co.	All Required		$ 620.00
			$ 620.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Truck Scale Site	$103,646.00	$95,600.00	$8,046.00
Retained in Program Status	620.00	570.00	50.00
	$104,266.00	$96,170.00	$8,096.00

OLDS FERRY TRUCK SCALE SITE

State Work

Construct Scale Pit and Approach Slabs	All Required	$ 7,500.00
Illumination	All Req. (28%)	1,610.00
		$ 9,110.00

Additional Items

Scale and Scale House	All Required	$ 4,000.00
Open and Close Sign	All Required	900.00
		$ 4,900.00
		$14,010.00

OLDS FERRY TRUCK SCALE SITE

UTILITY WORK

PROJECT NO. I-80N-8(14)353

Work by Idaho Power Co.

Material		$201.95
Labor		427.80
Expense		15.00
Equipment		59.60
Overhead		42.26
Material Credits		(126.93)
	Total	$619.68
	USE	$620.00

RECEIVED
NOV 10 1966

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH J. DRIGLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-80N-8(14)353
6944 —

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
November 9, 1966

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

Mr. Craig Landeen
P.O. Box 820
Canby, Oregon 97013

Dear Mr. Landeen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6949 for grading, paving, and signing the Olds Ferry Truck Scale Site on the Old Oregon Trail in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.

cc United Pacific Insurance Company
415 S.W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
P.O. Box 1216
Tacoma 1, Washington

RECEIVED
NOV 3 - 1966

I-80N-8(14)353

Form No. 11
(11-63)
(Rev. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
6949 Salem, Oregon

DATE: November 1, 1966

In reply refer to: 08-35.2-EC

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-8(14)353
Olds Ferry Truck Scale Site
Grading, paving and signing

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract No. 6949 to Craig Landeen, of Canby, Oregon, low bidder in the amount of $107,517.20 at the October 19, 1966 bid opening.

cc:
Lusk

REFERRED TO
Young
BY ASST. STATE HWY. ENGR
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILING

I-80N-8(14)353
6949

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the Olds Ferry Truck Scale Site, Project No. I-80N-8(14)353.

The contractor receiving the award is Craig Landeen of Canby in the amount of $107,517.20, with the Contract No. 6949 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, PR 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction. Contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DARied

RECEIVED
SEP 20 1966

FORM CD-121 (9-28-59)
(PRES. BY A.O. 206-10)

I-80N-8(14) 353
6711

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Hwy Engineer
Salem, Oregon

DATE: September 21, 1966

08 35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-8(14)353
Olds Ferry Truck Scale Site
Grading, paving and signing

NOTED
F. B. KLABOE

P. S. & E. documents for the subject project have been reviewed and are hereby conditionally approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired as indicated in Mr. Oakes' September 8, 1966 report.

A portion of the additional Federal lands granted for right of way under the Bureau of Land Management's decision, dated December 6, 1965 (File 26593, Oregon 05576) appears to be in excess of needs due to a change in design. We are withholding approval of the Interstate right of way as shown on the plans pending your further review and possible reverting a portion of these lands.

We also hereby approve the utility agreement, as evidenced by your Staff Attorney's letter dated August 3, 1966, and Idaho Power Company's letter dated September 2, 1966, as well as the plans and estimate furnished therewith and transmitted with Mr. Preston's letter dated September 21, 1966. Reimbursement on an agreed lump sum basis of $619.63 is approved.

You also are authorized to proceed with the Idaho Power Company adjustment and contractor's flagging included in your estimate for $1,000.00. Approval and reimbursement for the utility work is subject to the provisions of PPM 30-4, dated December 31, 1957, supplements thereto and receipt of the certification under IM 30-2-66 as indicated in the penultimate paragraph of Mr. Preston's letter.

(more)

Yours wkend.
Lastfall
Mahoney 9-26-66

NOTED
F. B. KLABOE

copies
9-30-66

The sign supports for this project are designed according to your present standards. In order to conform with the added emphasis on safety the sign supports for this project should be designed to conform with your proposed break-a-way sign supports design now being reviewed by the Bureau of Public Roads.

It is noted that the Special Provisions for this project delete Article 6-4 of the Standard Specifications pertaining to the sand equivalent of native materials to be incorporated in the work. The elimination of this specification limits the job control testing of fine aggregate for asphaltic concrete to tests for gradation and plasticity index. It is suggested that supplemental project specifications include a minimum sand equivalent requirement for fine aggregate to be used in asphaltic concrete. This will facilitate job control testing for project personnel.

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest.

Attachment

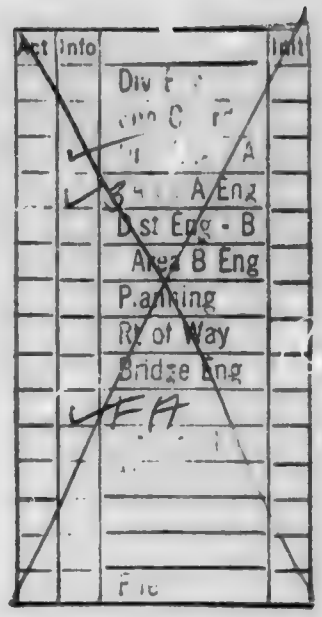
FORM S-122
RECEIVED
AUG 19 - 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FOR FILING

I-80N-8(14) 353

6449

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 17, 1966



Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Mr. Parsons:

Your letter of August 3 indicated that two luminaires adjacent to the scale house at the Olds Ferry Weigh Station would be non-participating items.

We request your reconsideration of these two units in that they are an incidental part of the operation of the entire facility. As such, we request that these two units be made participating items.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Tom Edwards

Tom Edwards
Assistant State Highway Engineer

Copy to Crandall 9-2-66

AUG 30 1966
APPROVED DATE _____
A. W. Parsons, Division Engineer
Oregon Div., Bureau of Public Roads
By _____ Title District Engineer

RECEIVED
SEP 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
AUG 1966

Form CO-121
(1-63)
(Proc. by
A.O. 204-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-8(14)-213

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: August 3, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N
Olds Ferry Weigh Station Site
Illumination

Reference is made to Mr. Tom Edwards letter of June 10, 1966 concerning the above subject.

Federal participation in the illuminating costs is approved with the exception of the two luminaires which are for the convenience in weigh station operation. Participation in the two luminaires cannot be approved because there is virtually no benefit to the traveling public.

In the interest of safety it is suggested the three light standards in the narrow divider be moved. It appears two of them could be relocated to the right of the parking area next to the scale house, the other could be either deleted or moved to the right of station 136+00 in the merging area.

RECEIVED
AUG 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

RECEIVED AUG 4 1966 FOR FILING

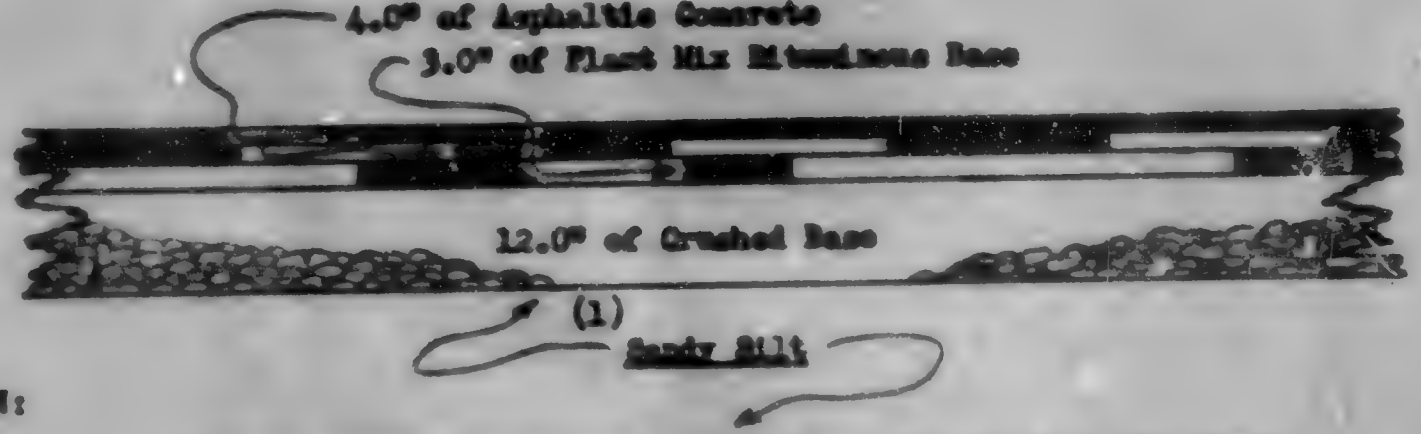
Section OLDS FERRY TRUCK SCALE SITE Highway OLD OREGON TRAIL (FAS 1) County BALDWIN Prefix

Res. Engr. Approx. Length 0.45 Miles. Sta. 115 to Sta. 142 Date 7-25-66

Truck A.D.T. 352 Traffic Coefficient 9.4 18 kip s.a. per day 246.4.

Annual Precipitation 11" Frost Penetration 24".

(1)
Typical Soil
23 LL
0 PI
96 %P 10
60 %P200
4 %Gravel
2 % Sand
34 % Sand
53 %Silt
7 %Clay
24 "R" Value
(ASSUMED)



CBR Total Req.	Credit	Actual Thick.	
	8.0	4.0	A.C.
	5.5	3.0	P.M.B.B.
	12.0	12.0	Cr. Base
25.5	25.5	19.0	

Z 8417 K (14) 25.5

AASHO CLASSIFICATION:
A-4 (5)

MATERIAL SOURCES:
To be determined by the Engineer.

Values assigned various components of the roadway structure:

1.0"	Asphaltic Concrete	=	2.0" Crushed Base
1.0"	Plant Mix Bituminous Base	=	1.83" Crushed Base
1.0"	Oil Mat	=	1.1" Crushed Base
1.0"	Stone Subbase (Per Standard Specs) (and Supplementals)	=	0.8" Crushed Base

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Office Engineer
Design Engineer
Division Geologist
[redacted]
Rural Engineer

Submitted by C. E. Berg for Staff Assistant

Recommended by R. R. White Engineer of Materials

Recommended by H. E. Dauber for Construction Engineer

Approved by F. B. Klaboe Asst. State Highway Engineer

0-8546

SECTION: OLDS FERRY TRUCK SCALE SITE

HIGHWAY: OLD OREGON TRAIL

COUNTY: MALHEUR

Traffic Analysis:

Calculation for Traffic Coefficient

Londometer Study For Year _____

A. Present ADT (1965) 2100 (Total)

B. Future ADT (1985) 4300 (Total)

C. Mean ADT 3200 $\frac{(A+B)}{2}$

D. Design Period 20 Years

E. No. of Lanes 4

F. Percent Trucks 22 (ADT Basis)

G. Trucks (in one direction) $\frac{F}{4}$ 11 x (C) 3200 = 352

H. % Trucks in Design Lane 100 %

I. Trucks in Design Lane (G) 352 x (H) 100 % = 352

TRAFFIC COEFFICIENT = K (I) $^{0.119}$

where K = 4.669

9-4

SECTION: OLDS FERRY TRUCK SCALE SITE

HIGHWAY: OLD OREGON TRAIL

COUNTY: MALHEUR

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C.
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable
13. Traffic Safety: Not applicable
14. Availability of or Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

See Item 6.
This is a short section (0.45± mi.) and the cost of moving rigid paving equipment on to the project would be extremely high.

RECEIVED
JUL 25 1966
FOR FILING
I-80N-2(14) 355
6449

Commissioners
J. Pat Metzler, Salem
Chairman
Wayne L. Phillips, Baker
Vice-Chairman
John P. Amacher, Portland
Tallant Greenough, Coquille
Joseph W. Smith, Klamath Falls

STATE OF OREGON
OREGON STATE GAME COMMISSION
1634 S. W. ALDER STREET
PORTLAND

Mailing Address
P. O. Box 3503
Portland, Oregon 97208

July 21, 1966

Routing

Norgan
Dadier
Bond
Barboe
Walker
Olson
Swan

RECEIVED
JUL 22 1966
CONSTRUCTION
DIVISION

Peate
Morelock
Trout
Scott
Willis
Litchfield
Olson

State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention Mr. F. D. Morgan

Dear Sir:

We have reviewed the plan title sheets for the following projects which were received with your letter of July 14, 1966:

Snake River (Ontario Spur) Bridge Section, Olds Ferry-Ontario Highway, Malheur County;

Olds Ferry Truck Scale Site, Old Oregon Trail Highway, Malheur County;

Belt Line Road Interchange Section, Pacific Highway, Lane County.

None of the above projects will have any effect on the fishery resource, so the plans are approved. We appreciate the opportunity to comment on the projects.

Very truly yours,

P. W. SCHNEIDER
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

7/22/66 Copies to:
F. B. Klaboe
L. H. Young
Frank Hall (3)
T. C. Roake
J. E. Morelock
L. R. Chandler (2)
A. F. Parson (4)
fp

ROK:ae

cc: R. W. Schoning

RECEIVED
JUN 13 1966
FILING
I 80N-8(14)353
6949

June 10, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

There are attached two copies of a plan showing proposed illumination at the Olds Ferry Truck Scale Site on I-80N. It is proposed to illuminate this scale site for the convenience in weigh station operation and as a protection for the motorist on I-80N. This scale will be operated on a random shift basis with some of the shifts being during the hours of darkness.

The total cost of the installation is estimated to be $6,000. It is requested that this be approved as an interstate project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachments

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
L. H. Young

VPJ:ji jwa

I-405-E (15)302 #6950

S.W. Montgomery-S.W. Broadway Sec., Stadium Freeway in Tlc. (Roadside improvement) 1966

RECEIVED
JUL 18 1968
FOR FILING

I-405-8(15)302

6950

July 18, 1968

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6950 awarded to Aichele Landscaping, Inc., for roadside Improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County was completed on June 19, 1967, and accepted by the Highway Commission on July 17, 1968.

Final payment in the amount of $6,710.76 will be released to the contractor after July 25, 1968. The total contract amount is $96,750.44 including $1,478.69 for work performed under force account.

You have been advised previously that a claim has been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

cc Aichele Landscaping, Inc.
11360 S. E. Stevens Road
Portland, Oregon

bc L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
JUL 18 1968
FOR FILING

I-405-8(15)302

6950

July 17, 1968

Oregon State Highway Commission

Gentlemen:

Work was completed June 19, 1967, on Contract No. 6950. The contract was with Aichele Landscaping, Inc., and was for roadside improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective July 17, 1968, and that you concur in this procedure at the Commission meeting on August 20.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. E. Johnson

srb fn

FORM E-125X 50 M 6-67

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
PENDLETON

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FOR FILE

I-405-8(15)302

6950

March 4, 1968

Mr. R. R. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon 97301

Contract 6950
Prefix 626-2073
FAP I-405-8(15)302

Dear Sir:

The replacement planting work under Contract No. 6950, S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County, was completed February 29, 1968.

We request that your office return a signed copy of this letter indicating acceptance or listing below any items or conditions which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

Bureau of Public Roads
Oregon Division Office Endorsement

Date 2-29-63

Conditions noted on above date:

None

WNB

R. R. Simpson
Division Engineer

RECEIVED
MAR 13 1968
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Forrest Cooper
L. H. Young

By: G. R. Brooks
G. R. Brooks
District Engineer

I-405-8(15)302
6950

C

FORM S-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: S.W. Montgomery - S.W. Broadway		WEEK ENDING: March 2, 1968
		SECTION PREFIX: 626-1078
HIGHWAY: Stadium Freeway		COUNTY: Multnomah
NAME OF JOB: S.W. Montgomery - S.W. Broadway	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Aichele Landscaping, Inc.	CONTRACT NUMBER: 6950	FEDERAL AID PROJECT NUMBER: I-405-8(15)302
DATE OF CONTRACT: October 19,1966	DATE WORK STARTED: January 30,1967	COMPLETION DATE: June 19,1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION 1	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 230	CALENDAR DAYS USED 230
PROJECT AUTHORIZATION: $ 128,634.01	SPECIFIED COMPLETION DATE: -	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 119,486.71	ENGINEERING AUTHORIZATION $ 9,147.30	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 105,536.75	ENGINEERING COST TO DATE $ 15,758.15	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN UNDERRUN 11.7%	PERCENT OF AUTHORIZATION 172 %	DATE PROJECT WAS COMPLETED: June 19,1967 Semi final submitted 7/10/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Irrigation 100	Planting 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY 1					
HOURS PER SHIFT 8					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

Calendar

	WEATHER	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair	0	0	
MONDAY	Fair	0	0	
TUESDAY	Fair	0	0	
WEDNESDAY	Fair	0	0	
THURSDAY	Fair	0	0	
FRIDAY	Showers	0	0	
SATURDAY	-	0	0	

Routing
Marker
Decker
Bond
Barbee
Walker
Clem
Swan
Scott

RECEIVED
CONSTRUCTION

NOTED
R. D. CHURCH

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	-
MONDAY	Three men weeding and doing general clean up work throughout project.
TUESDAY	Three men weeding and general clean up throughout project.
WEDNESDAY	Three men weeding throughout project.
THURSDAY	Contractor finished weeding on this project.
FRIDAY	No work.
SATURDAY	-

REMARKS

Contractor finished work on project Thursday, February 19,1968.
Mr. Meola of Landscape Dept. in Salem, Mr. Bryant of BPR and Mr. Don on project Thursday for final inspection.
Mr. Benedict and Mr. Don on project Friday.
Post semi final will be submitted about the end of next week.
This is final weekly report on this project.

Routing: Constr. Eng'r (2) ✓
BPR
Div. Eng'r
Landscape
Shuler
Files

SIGNED James Don, Res. Eng'r LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BPR 7215

FORM E-122

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER, WACO
DAVID B. SIMPSON, MEMBER, PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

RECEIVED
AUG 16 8 17 AM '67
CLAY MYERS
SECRETARY OF STATE

Claim File No. 4320

I-405-8(45)302

August 14, 1967

Mr. Richard D. Nelson
Attorney at Law
Oregon Bank Building
Portland, Oregon 97204

6950

Dear Mr. Nelson:

This is in reply to your claim letter of August 8 stating that your client C. L. Staab, d.b.a. Staab's Nursery, has a claim for supplying certain materials in the amount of $5,808.20, plus interest, on the following State Highway contracts:

Aichele Landscaping, Inc., Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Aichele Landscaping, Inc., Contract No. 6950 for roadside improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

NOTED ON CARD

The United Pacific Insurance Company through F. G. Sauer Company, 227 Terminal Sales Building, Portland, furnished the performance bond on each of these contracts which is given to assure completion of the job and payment of all bills incurred in them. We will advise the surety and the agent of the receipt of this claim and we will also forward it to the Secretary of State for filing.

We also acknowledge a copy of your letter dated August 10 addressed to the Secretary of State with attached Notice of Claim. This claim appears to be identical to the one outlined in your letter of August 8, 1967.

RECEIVED
AUG 16 1967
OREGON
STATE HIGHWAY COMMISSION

Please inform this office when your client's claim has been paid.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

cc: [illegible]

RICHARD D. NELSON
ATTORNEY AT LAW
OREGON BANK BUILDING
PORTLAND, OREGON 97204
222-9521

August 8, 1967

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

Please be advised I represent C. L. Staab, dba Staab's Nursery, Portland, Oregon, who supplied certain materials which were used on the below-listed roadside improvements:

Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Contract No. 6950 for roadside improvement on the S. W. Montgomery-S. W. Broadway Section of the Stadium Freeway in Multnomah County.

I state that the amount of my client's claim is $5,808.20, plus $112.20 interest accrued as of July 31, 1967.

Very truly yours,

R D Nelson

Richard D. Nelson

RDN:jf
Encl.

NOTED
FLOYD QUERY

RECEIVED
AUG 9 1967
OREGON
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM
AGAINST AICHELE LANDSCAPING INC., PURSUANT
to ORS 279.528

to: OREGON STATE HIGHWAY COMMISSION, SALEM, OREGON:

Notice is hereby given that the undersigned, C. L. Staab, dba Staab's Nursery, located at 16540 N.E. Glisan Street, Portland, Oregon, has a claim for $5,808.20 for materials furnished by the undersigned, together with interest accrued at $112.20 thereon, as of July 31, 1967, and against the bond executed by Aichele Landscaping Inc., as principal, and United Pacific Insurance Company, a Washington corporation, as surety, said bond was executed for the work relating to the following:

Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Contract No. 6950 for roadside improvement on the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

Said materials were used for the prosecution of the work provided for in said contracts. See Exhibit A attached hereto.

Dated this 9th day of August, 1967.

C. L. Staab

RECEIVED
AUG 14 1967
OREGON
STATE HIGHWAY COMMISSION

TOTAL SALES
of
STAAB'S NURSERY
to
RICH NORTHWEST
NURSERIES, INC.

1,667.25
79.35
332.50
274.00
1,818.75
196.00
202.00
853.10
942.40
378.00
445.20
456.80
453.60
1,171.40
438.00
494.00
1,080.00
11,282.35 *

TOTAL PAYMENTS

1,667.25
1,232.50
1,574.00
1,000.00
5,474.15 *

RECAP

11,282.35 sales
5,474.15 payments

5,808.20 BALANCE DUE

Flowering Shrubs — Commercial Landscaping

SHIPPED VIA — WEIGHT — PACKED BY — DATE 8/13/67

Rich Northwest Nurseries Inc.
Hillsboro Oregon

B 5008

TERMS: Net 30 Days
1% Beko. Discount

CHECK ☐ CHARGE ☐

			QUANTITY	PRICE	AMOUNT
570	Oregon Hope		18-24	@ 3.21	1852.50
	Less 10%	Oregon Hope			185.25
					1667.25
18	Eureka Weed Rhod		24-24	@ 1.31	23.58
2	Betty Robertson Rhod		18-21	@ 4.61	9.22
					1056.80
	Rhod 5%	Du Rhod.			24.31
					792.36

Bud Rhod

1667.21
79.31
1746.60

RECEIVED
AUG 14 1967
OREGON
STATE HIGHWAY COMMISSION

Commercial Landscaping

SOLD TO FOR [illegible] FILLED BY

DATE 2/7/67

Rich Northwest Nurseries Inc.
Hillsboro Ore.

B [illegible]

Net 30 days 1% charge per mo. thereafter

TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	RECV	GRADE	PRICE	AMOUNT
136 Portugal Laurel		30-36	@ 3.25	442.00
Less 25%				110.50
				331.50

Hoy Crowley

Flowering Shrubs — Commercial Landscaping

SOLD BY

DATE 12/23/67

Rich Northwest Nursery

B 5941

TERMS: Net 30 Days
1½ per mo. CASH ☐ CHARGE ☐

78 Vulcan Blvd

GRADE	PRICE	AMOUNT
IE 21	4.65 - 36%	88.20
Less 3%		2.70
		$274.00

Jane Baldwin

Bal. $4040.10
123.30
3,807.20

NURSERY — PORTLAND, ...

Specialties · Azaleas · Flowering Shrubs · Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 2/27/67

Rick Northwest Nursuries
Hillsboro Ore.

B 5011

TERMS Net 30 days
1% thereafter

CASH ☐ CHECK ☐ CHARGE ☐

		CRATE	PRICE	AMOUNT
500	Golden Pfitzer Orders to 30#		* 2.61	1,305.00
500	Gold Coast Orders to 28#		* 2.20	1100.00
				2,405.00
	Less 25%			601.25
				1,803.75
	Add			1232.40
				585.35

Jack Davis

Commential Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 4/24/72

SOLD TO Rick Northwest Nursery
Hillsboro Oregon

B

TERMS

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		SIZE	GRADE	PRICE	AMOUNT
98	Douglasi Juniper		#1-15	2.00	196.00

Mike Alberts

STAAB'S NURSERY

We Specialize in Rhododendrons — Azaleas — Flowering Shrubs — Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 4/7/62

SOLD TO Rick Northwest Nurseries
Hillsboro Oregon

B

TERMS net 30 days 1% 10th inst

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		SIZE	GRADE	PRICE	AMOUNT
91	Douglasi Junipers		15-18	3.00 net	273.00
	Mike Alberts				

SHIP VIA

4/21/67

SOLD TO Rick Northwest Nursery
Hillsboro Ore.

B 3803

30 Days 12 thirty's

QUANTITY

AMOUNT

4W Gala Pfitzer 81.90 853.10

Mike Allen

4W 3 4 4 1 4

8 1/4 7 4 5 6

Phone ALpine 3-9960

STAAB'S NURSERY

Azaleas — Flowering Shrubs — Commercial Landscaping

SHIP VIA

FILLED BY

DATE 4/27/67

SOLD TO Rich Northwest Nurseries
Hillsboro Or.

B 3310

TERMS: net 30 1% 10th prx

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY		GRADE	PRICE	AMOUNT
296	Golden Spitzes			
131	Blue Spitzes			
		net	@ 1.90	$562.40
		net	@ 1.70	248.90
				$811.30
69	Golden Spitzes	net	@ 1.90	131.10
				$942.40

Rich Northwest Nurseries
Hillsboro Or.

STAAB'S NURSERY

We Specialize in Rhododendrons · Camellias · Azaleas · Flowering Shrubs · Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 5/23/12

SOLD TO Rich's Lois Nursery

B 3017

Terms 30 day net, 1%

TERMS: CASH ☐ CHECK ☐ CHARGE ☑

QUANTITY		GRADE	PRICE	AMOUNT
2184	Arctostaphylos uva-ursi (State Hybrid)		(net) .020	$ 43.68

Mike Allard

Phone ALpine 3-9965

STAAB'S NURSERY

PORTLAND [illegible]

[illegible] Wholesale [illegible] Retail [illegible] Conifers Azaleas Flowering Shrubs Commercial Landscaping

SHIP VIA [illegible] CALLED FOR [illegible] FILLED BY [illegible] DATE 5/20/82

SOLD TO Rich Northwest Nursery

B 2113

Terms 30 day Net 1% 10th Prox TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	ITEM	GRADE	PRICE	AMOUNT
2226	Abt's Hybrid Kinnikinick	net	20¢	445.20

Thanks Abt's

Phone ALpine 3-9960

STAAB'S NURSERY

We Specialize in Rhododendrons · Conifers · Azaleas · Flowering Shrubs · Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 5/23/62

SOLD TO Rick o Son

B 2013

terms 30 day net 1%

TERMS

CASH | CHECK | C.O.D. | CHARGE

QUANTITY	DESCRIPTION	PRICE	AMOUNT
1870	Mix Hybrid rhododendron	(mix) .20	378.00

Mike Albert

STAAL'S NURSERY

We Specialize in Rhododendrons · Camellias · Azaleas · Flowering Shrubs · Commercial Landscaping

SHIP VIA | CALLED FOR | FILLED BY | DATE 5/23/88

SOLD TO Rich & Lois Murray

B

Terms 30 day Net - 1%

TERMS: CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	PRICE	VARIETY	SIZE	GRADE	PRICE	AMOUNT
2268		Arclostaphylos uva-ursi (Stele Hybrid)			.20	453.60

Mike Albrecht

We Specialize in: Rhododendrons — Camellias — Azaleas — Flowering Shrubs — Co

SHIP VIA	CALLED FOR	FILLED BY	DATE
			5/67

SOLD TO: Riki - Ann

B 5284

TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	CHECK	VARIETY	RE-CK	GRADE	PRICE	AMOUNT
5857		Kin Kin				
		Mile Alins				

We Specialize in Rhododendrons - Camellias - Azaleas — Flowering Shrubs — Commercial Landscaping

SHIP VIA	CALLED FOR	FILLED BY	DATE
			5/1/97

SOLD TO: Richardson

B

TERMS:

CASH ☐ CHECK ☐ CHARGE ☐

QUANTITY	ITEM	CHECK	GRADE	PRICE	AMOUNT
3/90	Rin Rin		#1	2.00	6.00
	Mrs Albert				

Rich o Lani

Jas Organ, Hope Corporation
Ltr per Mrs Telephone Conversation
Pfizer mtg with Sam Rich

Jas Pfizer Corporation

Jane Abbatt

PORTLAND 32, ORE.

Azaleas Flowering Shrubs -- Commercial Landscaping

SHIP VIA COLLECTOR FILLED BY

DATE 2/17/67

Rich Northwest Nurseries Inc.
Hillsboro Ore.

B 2068

TERMS: Net 30 days 1% 10 days

CASH ☐ CHECK ☐ CHARGE ☐

Purchase No 0587

QUANTITY SHIP		GRADE	PRICE	AMOUNT
206	Spiraea Compacta	15-18	2.00	$412.00
41	Lalda Spiraea	24-30	2.00	82.00
				$494.00

James Dalbacco

RECEIVED
AUG 11 1967
FOR FILING

I-405-8(15)302

695.

RICHARD D. NELSON
ATTORNEY AT LAW
OREGON BANK BUILDING
PORTLAND, OREGON 97204
222-9521

August 8, 1967

Oregon State Highway Commission
State Highway Building
Salem, Oregon

Attention: Mr. Floyd Query

Gentlemen:

Enclosed please find affidavit requesting a copy of contracts and bonds pursuant to ORS 279.515. As indicated in the affidavit, I represent C. L. Staab dba Staab's Nurseries, who supplied certain materials to Rich & Sons-Rich Northwest Nurseries, Hillsboro, Oregon, relative to Contract Nos. 6943 and 6950.

You may consider this letter an application for said contracts and bonds as per ORS 279.512.

Your cooperation and assistance is appreciated.

Very truly yours,
R Dnelson
Richard D. Nelson

RDN:jf
Encl.

P.S. Said contracts and bonds heretofore received by the undersigned.
RDN

Contracts were mailed on 8-1-67.
C.H.

NOTED
FLOYD QUERY

RECEIVED
AUG 9 1967
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

AFFIDAVIT PURSUANT TO 279.515

STATE OF OREGON)
) ss
County of Multnomah)

I, RICHARD D. NELSON, being first duly sworn on oath, depose and say:

That I am an attorney at law, having been admitted to practice in the State of Oregon on September 2, 1952, and have offices in Room 720 of the Oregon Bank Building, Portland, Oregon.

That I have been retained by C. L. Staab, dba Staab's Nursery, 16540 N. E. Glisan Street, Portland, Oregon, to represent him relative to his claim for materials supplied to Rich & Sons-Northwest Nurseries, Hillsboro, Oregon. Said materials, I am informed and believe, and therefore state, were supplied relative to the following:

Contract No. 6943 for roadside improvement on the Roberts Mountain-Myrtle Creek Section of the Pacific Highway in Douglas County.

Contract No. 6950 for roadside improvement on the S. W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

That my client's claim amounts to $5,808.20, together with interest of $112.20 accrued as of July 31, 1967.

I am informed and believe and therefore state that the prime contractor on said roadside improvements was and is Aichele Landscaping Inc.

That I make this affidavit on behalf of the above-named client in order to secure a copy of the contracts executed by and between Aichele Landscaping Inc., and the Oregon State Highway Commission and also to receive a copy of the bond in relation to said contracts.

C L Staab

Subscribed and sworn to before me this 1st day of August, 1967.

Richard D Nelson
Notary Public for Oregon
My Commission Expires:

RECEIVED
AUG 1967
STATE Highway Commission

Form X-300-63C

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

* 4

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Contingent upon modification of project agreement if additional funds are required.

APR 19 1967

Date 4-19-67 Title Div. Engineer

U.S. Bureau of Public Roads

Project Name S.W. Montgomery-S.W. Broadway Date April 19, 1967

Highway Stadium Freeway Contract No. 6950

County Multnomah Prefix 626-1078

Contractor Aichele Landscaping, Inc. F. A. Project No. I-405-8(15)302

Address 11360 S.E. Stevens Road, Portland, Oregon 97266 Order No. Supp. to Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Furnish and place 6" perforated metal drain pipe and backfill with coarse, free draining sand. Furnish and place 8" metal drain pipe. Furnish and place 12" flared inlet with tapered 12" to 8" reducer section.

1. Maximum equipment rates allowed as per AGC - State agreement.
2. Percentage allowed to contractor is in accordance with executed agreement for this project.

Location by station numbers:

Westerly from the L line approximate Sta. 454 (S.W. Harrison St.) to approximate Sta. 466 (S.W. 10th Ave.)

Estimate of quantities and cost:

Labor	$1,041.00
Materials	584.00
Equipment	325.00
Total	$1,950.00

NOTE F. B. KLABOE

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Additional springs broke out after the construction was completed. Necessary to drain slope before planting. Majority of work has to be done by hand due to slope and soft cutbank.
Work has not been started. Standard Specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 128,634.01
Present estimate of project cost, including $ 1,950.00 for work under this order	$ 127,466.33
Expected under-run amount	$ 1,167.68
Expected under-run per cent	0.9%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ John A. Bond
for Construction Engineer or

Approval Recommended: /s/ A. V. Benedict
Assistant Division Engineer

Approved /s/ L. H. Young
Deputy State Highway Engineer or State Highway Engineer or Office Engineer.

Young 5-4-67

State Printing

RECEIVED
APR 24 1967

Form SD-1A
(11-53)
(Pres. by
A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

FEDERAL HIGHWAY ADMINISTRATION
DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

I-405-8(15)302

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 19, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-405-8(15)302
SW. Montgomery - SW. Broadway Section
Extra Work Order No. 2

Returned herewith is EWO No. 2 in the estimated amount of $143.75 for uncovering and clean out of perforated drain pipe on the slope right of L-461 to L-466. This work as described on the work order is considered maintenance for which participation with federal funds is not approved.

Enclosure

Young w/enc.
4-24-67

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Office Engineer.

OREGON STATE HIGHWAY DEPARTMENT

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

project agreement if additional funds are required G 1-P
Date ... By ...
Title Dist. Engineer
U.S. Bureau of Public Roads

Project Name S.W. Montgomery-S.W. Broadway ... Date April 6, 1967

Highway Stadium Freeway ... Contract No. 6950

County Multnomah ... Prefix 626-1078

Contractor Aichele Landscaping, Inc. ... F. A. Project No. I-405-8(15)302

Address 11360 SE Stevens Road, Portland, Oregon 97266 ... Order No. 2

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done:

Uncover and clean out perforated drain pipe.

1. Maximum equipment rates allowed as per AGC - State agreement.
2. Percentage allowed to contractor is in accordance with executed agreement for project.

Location by station numbers:

On slope Rt. of L461 to L466

Estimate of quantities and cost:

Labor	$125.00
15% Profit	18.75
Total	$143.75

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Locate and clean out perforated drain pipe along the slope. Pipe not functioning to properly drain slope. If necessary to add additional pipe in the area a supplement to this order will be written. Verbal approval has been granted by the BPR to start this work. Work started 4-6-67. Standard Specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$128,634.01
Present estimate of project cost, including $143.75 for work under this order	$126,725.23
Expected under-run amount	$ 1,908.78
Expected under-run per cent	1.5%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don
Resident Engineer

Approval Recommended: /s/ John A. Bond
Construction Engineer or Bridge Engineer

Approval Recommended: /s/ A. V. Benedict
Asst. Division Engineer

Approved /s/ L. H. Young
Bridge Engineer
Highway Engineer or Office Engineer.

State Printing

Form S-300—R54

STATE COPY

OREGON STATE HIGHWAY DEPARTMENT

APPROVED
Contingent upon modification of project agreement if additional funds are required.
APPROVED Date 4/27/67 By [signature]
Title Dist. Engineer
U.S. Bureau of Public Roads

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.W. Montgomery-S.W. Broadway Date April 12, 1967

Highway Stadium Freeway Contract No. 6950

County Multnomah Prefix 626-1078

Contractor Aichele Landscaping, Inc. F. A. Project No. I-405-8(15)302

Address 11360 SE Stevens Road, Portland, Oregon 97266 Order No. 3

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Place and compact soil back of walls. Furnish and place jute netting.

1. Maximum equipment rates allowed as per AGC - State agreement.
2. Percentage allowed to contractor is in accordance with executed agreement for this project.

Location by station numbers: Throughout the project.

NOTED
F. B. KLABOE

Estimate of quantities and cost:

Labor	$243.00
Materials	25.00
Equipment	84.00
	$352.00
15% Profit	52.80
Total	$404.80

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Furnish and place materials in eroded areas (approx. 2' to 4' wide) back of retaining walls. Fill material to be paid as topsoil. Compact and shape materials two feet back of wall then furnish and place jute netting over compacted areas. Fill materials to be topsoil and paid for at bid price for that item. Work has not been started. Standard Specifications to apply.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After approval of the order by the assistant state highway engineer, the Salem office will send one copy to the contractor, one to the division engineer and one to the resident engineer.

Project authorization	$ 128,634.01
Present estimate of project cost, including $ 404.80 for work under this order	$ 127,025.23
Expected under-run amount	$ 1,608.78
Expected under-run per cent	1.3%

Space to right of this line is for use of Salem Office

Submitted by: /s/ James Don, Resident Engineer

Approval Recommended: /s/ John A. Bond for Construction Engineer or [illegible]

Approval Recommended: /s/ A. V. Benedict, Division Engineer

Approved /s/ L. H. Young, Deputy State Highway Engineer, [illegible] Office Engineer.

State Printing

Approved 4-26-67

RECEIVED
NOV 28 1966
COMMISSIONERS

GLENN L. JACKSON, CHAIRMAN
PENDING FILING
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

I-405-8(15)302
6951

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 28, 1966

Michels Landscaping, Inc.
11360 S.E. Stevens Road
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6950 for roadside improvement on the S.W. Montgomery-S.W. Broadway Section of the Stadium Freeway in Multnomah County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

cc United Pacific Insurance Company
415 S.W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
P.O. Box 1216
Tacoma 1, Washington

fkm

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
11-91		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	COUNTY
# 6420	11-10-66	Multnomah
		PROJECT NO. I-405-8(15)302

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

S.W. Montgomery - S.W. Broadway Section, Stadium Freeway.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	9-21-66	0.00
OTHER (Specify)		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 125,775	$ 116,000.00

Fed note 92.25

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By _____
(Division Engineer)

L. R. Backlund, Administrative Manager

Date executed by Division Engineer NOV 10 1966

Oregon State Highway Department

Federal-Aid
Project No. I-405-3(15)302

S.W. MONTGOMERY-S.W. BROADWAY SOUTH OF THE

STADIUM FREEWAY IN MULTNOMAH COUNTY

Project agreement estimate.

Salem, Oregon, October 26, 1966

Type Code Y003
Roadside Improvement (Sta. 450+90 to Sta. 477+15) (Contract 6950)

Furnishing and Placing Topsoil	2,300 cu.yd.	$ 3.25	$ 7,475.00
Furnishing and Planting Trees, Deciduous	60 only	9.95	597.00
Furnishing and Planting Trees, Conifers	980 only	10.25	10,045.00
Furnishing and Planting Broadleaf Evergreen Shrubs	3,800 only	3.97	15,086.00
Furnishing and Planting Rhododendrons & Azaleas	1,000 only	5.25	5,250.00
Furnishing and Planting Deciduous Shrubs	1,680 only	3.62	6,081.60
Furnishing and Planting Vines, Group 1	21,880 only	0.48	10,502.40
Furnishing and Planting Vines, Group 2	130 only	1.25	162.50
Inorganic Fertilizer, 10-16-8	40 cwt.	8.00	320.00
Organic Fertilizer, 5-3-2	28 cwt.	8.00	224.00
Rhododendron Fertilizer, 8-10-8	4 cwt.	10.00	40.00
Manure Fertilizer	820 cu.yd.	8.00	6,560.00
Peat Moss	500 cu.ft.	0.95	475.00
Bark Mulch	7 acre	1,290.00	9,030.00
1/2-inch Steel Water Pipe	5,700 lin.ft.	0.65	3,705.00
3/4-inch Steel Water Pipe	3,740 lin.ft.	0.75	2,805.00
1-inch Steel Water Pipe	3,800 lin.ft.	0.82	3,116.00
1 1/4-inch Steel Water Pipe	3,200 lin.ft.	0.95	3,040.00
1 1/2-inch Steel Water Pipe	2,300 lin.ft.	1.25	2,875.00
2-inch Steel Water Pipe	1,800 lin.ft.	1.75	3,150.00
2 1/2-inch Steel Water Pipe	800 lin.ft.	2.50	2,000.00
3-inch Steel Water Pipe	1,350 lin.ft.	3.65	4,927.50
3/4-inch Gate Valves	2 only	8.50	17.00
1-inch Gate Valves	1 only	12.50	12.50
1 1/4-inch Gate Valves	1 only	15.50	15.50
1 1/2-inch Gate Valves	1 only	18.00	18.00
2-inch Gate Valves	6 only	25.00	150.00
1 1/4-inch Manual Section Valves	6 only	9.50	57.00
1 1/2-inch Manual Section Valves	26 only	12.00	312.00
2-inch Manual Section Valves	31 only	15.00	465.00
3/4-inch Quick-Coupling Hose Valves	13 only	4.75	61.75
1/2-inch Manual Drain Valves	70 only	8.50	595.00
1 1/2-inch Pressure Reducing Valves	1 only	150.00	150.00
2-inch Pressure Reducing Valves	2 only	200.00	400.00
Shrubbery Sprinkler Heads	1,150 only	1.10	1,265.00

Full-Circle Agricultural Rotary Sprinkler Heads	13 only	$ 18.00	$ 234.00
Part-Circle Agricultural Rotary Sprinkler Heads	14 only	20.00	280.00
Bubbler Heads	68 only	1.20	81.60
Concrete Planters	68 only	45.00	3,060.00
			$104,641.35
Flagging (57½% of Contractor's Cost)	All Required		$ 200.00
Water Meters (6)	All Required		3,500.00
Water	All Required		6,000.00
			$ 9,700.00
	Subtotal		$114,341.35
	10% Engr. & Cont.		11,433.65
	Total		$125,775.00

Length of Project - - - - 0.00 Mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadside Improvement	$125,775.00	$116,000.00	$9,775.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

G-1 100%

Oregon State Highway Department

Federal-Aid
Project No. I-405-8(15)302

S.W. MONTGOMERY-S.W. BROADWAY SECTION OF THE

STADIUM FREEWAY HIGHWAY IN MULTNOMAH COUNTY

P.S. & E. Estimate.

Salem, Oregon, September 6, 1966

Type Code X003
Roadside Improvement (Sta. 450 20 to Sta. 477+15)

Furnishing and Placing Topsoil	2,300 cu.yds.	$ 4.00	$ 9,200.00
Furnishing and Planting Trees, Deciduous	60 only	8.00	480.00
Furnishing and Planting Trees, Conifers	980 only	12.00	11,760.00
Furnishing and Planting Broadleaf Evergreen Shrubs	3,800 only	5.00	19,000.00
Furnishing and Planting Rhododendrons & Azaleas	1,000 only	10.00	10,000.00
Furnishing and Planting Deciduous Shrubs	1,680 only	3.00	5,040.00
Furnishing and Planting Vines, Group 1	21,880 only	0.60	13,128.00
Furnishing and Planting Vines, Group 2	130 only	1.50	195.00
Inorganic Fertilizer, 10-16-8	40 cwt.	8.00	320.00
Organic Fertilizer, 5-3-2	28 cwt.	8.00	224.00
Rhododendron Fertilizer, 8-10-8	4 cwt.	15.00	60.00
Manure Fertilizer	820 cu.yds.	7.00	5,740.00
Peat Moss	500 cu.ft.	0.50	250.00
Bark Mulch	7 acres	1,000.00	7,000.00
1/2-inch Steel Water Pipe	5,700 lin.ft.	0.45	2,565.00
3/4-inch Steel Water Pipe	3,740 lin.ft.	0.70	2,618.00
1-inch Steel Water Pipe	3,800 lin.ft.	0.75	2,850.00
1¼-inch Steel Water Pipe	3,200 lin.ft.	0.85	2,720.00
1½-inch Steel Water Pipe	2,300 lin.ft.	0.95	2,185.00
2-inch Steel Water Pipe	1,800 lin.ft.	1.50	2,700.00
2½-inch Steel Water Pipe	800 lin.ft.	2.00	1,600.00
3-inch Steel Water Pipe	1,350 lin.ft.	3.00	4,050.00
3/4-inch Gate Valves	2 only	20.00	40.00
1-inch Gate Valves	1 only	25.00	25.00
1¼-inch Gate Valves	1 only	30.00	30.00
1½-inch Gate Valves	1 only	40.00	40.00
2-inch Gate Valves	6 only	80.00	480.00
1¼-inch Manual Section Valves	6 only	25.00	150.00
1½-inch Manual Section Valves	26 only	30.00	780.00
2-inch Manual Section Valves	31 only	40.00	1,240.00
3/4-inch Quick-Coupling Hose Valves	13 only	10.00	130.00
½-inch Manual Drain Valves	70 only	10.00	700.00
1½-inch Pressure Reducing Valves	1 only	175.00	175.00
2-inch Pressure Reducing Valves	2 only	200.00	400.00

Shrubbery Sprinkler Heads	1,150 only	$ 3.00	$ 3,450.00
Full-Circle Agricultural Rotary Sprinkler Heads	13 only	10.00	130.00
Part-Circle Agricultural Rotary Sprinkler Heads	14 only	20.00	280.00
Bubbler Heads	68 only	3.00	204.00
Concrete Planters	68 only	100.00	6,800.00
			$118,739.00
Flagging (57½ of Contractor's Cost)	All Required		$ 200.00
Water Meters (6)	All Required		3,500.00
Water	All Required		6,000.00
			$ 9,700.00
	Subtotal		$128,439.00
	10% Engr. & Cont.		12,843.00
	Total		$141,282.00

Length of Project - - - - - - - - - - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadside Improvement	$141,282.00	$130,000.00	$11,282.00

H. KENNETH ANDERSON
CHIEF ENGINEER
100 CITY HALL

FRANK F. FAGUE
OPERATIONS SUPERINTENDENT
1900 N. INTERSTATE AVE.

TED SUDERBURG
SUPERINTENDENT
112 CITY HALL

GRANT E. MILLER
ASSISTANT SUPERINTENDENT
112 CITY HALL

BUREAU OF WATER WORKS
CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC UTILITIES
MARK A. GRAYSON
COMMISSIONER

September 14, 1966

Oregon State Highway Department
Salem, Oregon 97310
Attn: E. A. Meola
Asst. Landscape Eng.

Gentlemen:

In response to your letter of September 12, may we quote the following figures:

SW 14th @ Harrison	- 2-inch Tap & Service	$418.75
SW 12th Ave 121' SSL of Montgomery St.	2-inch Tap & Service	418.75
SW 12th @ College	2-inch Tap & Service	335.00
SW 10th near College	2-inch Tap & Service	418.75
SW Park near Clifton	1-1/2-inch Tap & Service	260.00

You will note that the above quotations are for tap and service only and do not include the meter. We would very much prefer for you to obtain meters of an approved type and have them delivered to our shop at 1900 N Interstate Avenue for installation because of difficulties involved in the City of Portland purchasing regulations.

Yours very truly,

Ted Suderburg, Superintendent

By Alex Gilbert
Alex Gilbert, Chief Clerk

AG:rd

RECEIVED
NOV 3 - 1966
FOR FILING I-405-8(15)302

Form CO-121 (11-63) (Prec. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

plates

6950

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: November 1, 1966

In reply refer to: 08-35.2-EC

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: Mr. T. Dec
Engineering Coordinator

T. Dec

SUBJECT: Oregon Project I-405-8(15)302
SW. Montgomery - SW. Broadway Section
Roadside Improvement

As requested in Mr. Young's letter of October 21, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of October 19, 1966 in the award of contract No. 6950 to Aichele Landscaping Co., Inc. of Portland, Oregon, low bidder in the amount of $104,641.35 at the October 13, 1966 bid opening.

REFERRED TO
Jewell
ASST. STATE HWY. ENGR
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 24 1966
FOR FILING

October 21, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N.E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of October 14, 1966, is requested in the award of contract for the S.W. Montgomery-S.W. Broadway Section, Project No. I-405-8(15)302.

The contractor receiving the award is Aichele Landscaping Inc. of Portland, in the amount of $104,641.35, with the Contract No. 6950 assigned. This bid was received on October 13, 1966 and awarded October 19, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding non-discrimination in employment as required by Bureau of Public Roads, IM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

[illegible]

RECEIVED
OCT 6 1966

FOR FILING

I-405-8(15)302

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1966

To: Mr. L. H. Young
Office Engineer

BUILDING

SUBJECT: Oregon Project I-405-8(15)302
S.W.Montgomery-S.W.Broadway Section
Roadside Improvement

Reference is made to Bureau letter of September 21, subject as above, and specifically to comments at:

Station 456. The spacing of the Shore Pine scales from 10 to 15 feet. As the slope distance is always greater than the horizontal distance shown on plans, the number specified may look rather sparse on completion.

Station 470. The assumption is correct.

Station 474. It is extremely doubtful that Climbing Hydrangeas on the two pillars would cause appreciable impairment of sight distance. Additional consideration of the recommendation will be given prior to planting.

Station 461 - 466. Agricultural heads cover a radius of 40 to 50 feet. They are not satisfactory in small or odd shaped areas. Once shrubs have reached maturity, extending risers will be no problem.

The off-ramp for the "SE" (SC) line has been mulched and walked in with a tractor. This should be sufficient to protect the slope.

NOTED
F.B. KLABOE

Mark H. Astrup
Landscape Engineer

cc: F. B. Klaboe
F. D. Morgan
A. E. Johnson

RECEIVED
SEP 22 1966
PLANNING

Form CD-121 (11-63) (Prec. by S.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: September 21, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

F. B. KLABOE
NOTED

SUBJECT: Oregon Project I-405-8(15)302
S.W. Montgomery - S.W. Broadway Section
Roadside Improvement

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project with rights of entry and access rights previously acquired and no utility adjustments involved as indicated in Mr. Oakes' and Mr. Litchfield's September 8 and September 13, 1966 reports.

You are authorized to proceed with the contractor's flagging estimated at $200.00 and six water meters with water estimated at $9,500.00.

A review of the P. S. & E. has pointed up the minor questions which should receive your consideration. On the 13th Avenue southbound ramp at approximate Station 456 on the right, you indicate some 25 Shore pine. This surface area is very limited and we question whether this large number of Shore pine can be planted.

At Station 464, the left fence line has been straightened to some degree and it might be necessary to revise the existing irrigation system in order to water this particular area.

At Station 470 in the Park Avenue structure, several sections are left void on the structure within the northern approach, and it is assumed that the city will plant these areas in accordance with City Agreement.

At Station 474 left, you call for four climbing hydrangeas for the column in the gore area between the main line and the SF line. Because sight distance might be a problem, we feel that these plants should be eliminated.

It is noted that you have altered somewhat your irrigation guidelines in this project. The guidelines outlined in our August 5, 1963 memorandum under Project I-5-6(45)302 appear to have been discarded. Your

(more)

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

extensive use of shrubheads initially will probably be very beneficial, however, we wonder if in the overall picture this is desirable. As the shrubs become larger in order to get adequate water, all shrubheads will, by necessity, be raised creating an additional maintenance expense. Perhaps the agricultural head installation that you had placed on the right side of this freeway between Stations 461 and 466 might possibly be more desirable. Although an agricultural head does not water an area as quickly as shrubheads, they do have the added advantage of fewer heads to raise when your shrubs begin to mature.

We see also in the specification that you are requiring only galvanized pipe. Although we have no objection to the use of steel pipe, in accordance with our August 21, 1963 memorandum on Project I-5-6(45)302, we feel that you should explain your reasons for the use of this pipe only.

The use of steel water pipe on this project is approved. However, this approval shall not be construed as establishing a precedent as we are presently investigating your August 15, 1966 request for this action. You will be advised at a later date as to our findings of this single product usage.

We note on the off-ramp for the SE line that no planting is anticipated within this contract in this area. It is felt that consideration should be given to seeding this area for possible erosion control within the next few weeks for protection during the interim period prior to the next landscape contract.

Mr. Young's September 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, and that specifying one material or product is limited to those items accepted by our March 9, 1964 memorandum and supplements thereto, as being in the public interest. Nonconcurrence by other appropriate public recreational or historical resources authorities has not been received. Prior to bid opening date you should advise this office of any clearance received or withdraw the project from the letting.

Attachment

134-161	Farmington Hwy. at 145th Ave. (Beaverton) Sec., Farmington Hwy. (Traffic signal)	1966
#6951		

CAA 3146

RECEIVED
JUL 27 1967
FOR FILING
134-1619
6951

June 8, 1967

#6

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon 97213

Gentlemen:

The State Highway Commission at its meeting today considered your request for an extension of time on Contract No. 6951 for traffic signal installation on Farmington Highway at 145th Avenue in Beaverton.

After considering the recommendation of the Engineer and other available information, the Commission denied your request for an additional eight calendar days .

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn

cc L.W. Rulien
Warren Mueller
L.H. Young
Ivan Merchant
C.H. Maison

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6951 Contractor Ace Electric Company

Highway Farmington

Section Farmington Hwy. at 145 th Ave. (Beaverton)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** ~~GRANTED~~. The reasons for such recommendation are as follows:

Late delivery of materials and equipment is not a reason for an extension of time under prevailing circumstances.

Recommended for Approval:

Division Engineer

~~Construction Engineer~~ or Bridge Engineer

State Highway Engineer

Contract No.	6951
Project designation	State / State-Federal
Date awarded	October 19, 1966
Work started	Feb. 1, 1967
Per cent completed	100% Mar. 9, 1967 / Date
No. of Workdays Allowed	120
No. of Workdays Used	128
No. of Added Workdays Requested	8

B—320 (Rev.)—3M—10-57

BRIDGE DE... I.
AM MAY 1 0 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 18, **1967**

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 120 days to 128 days, within which to complete our Contract No. 6951, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

CONTRACT DELAYED BY DELIVERY OF CONTROLLER. MATTER WAS REVIEWED WITH THE HIGHWAY DEPARTMENT IN OUR LETTERS OF NOVEMBER 1, 1966, FEBRUARY 27, 1967 and MARCH 8, 1967. ALSO REFER TO HIGHWAY DEPARTMENT CORRESPONDENCE DATED NOVEMBER 9, 1966, COPIES OF ALL OF WHICH ARE ENCLOSED. PLEASE NOTE THE EXTENSION OF TIME ASKED FOR IN THE FOURTH PARAGRAPH OF OUR LETTER OF MARCH 8, 1967.

Respectfully submitted,

ACE ELECTRIC COMPANY
Contractor

By Riley R. Taylor, President

CONSENT OF SURETY

Date April 19, **1967**

We, UNITED PACIFIC INSURANCE COMPANY

....., **as**

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

United Pacific Insurance Company
By: Ralph B. Chamberlain
Ralph B. Chamberlain **Attorney-in-fact**

J. B. L. & K. CORPORATION **(SEAL)**

.....
Resident A

RECEIVED
JUN 2 - 1967
...ING
124 1.17
6.7.1

June 1, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 6
June 8, 1967 meeting

Gentlemen:

Ace Electric Company, contractor for the installation of traffic signals on the Farmington Highway at 145th Avenue in Beaverton, Washington County, Contract No. 6951, has requested that he be granted an additional eight calendar days in which to complete the contract work without assessment of liquidated damages.

The contractor claims late delivery of the controller which is not a legitimate reason for time extensions under terms of the control.

I recommend that the contractor's request be denied.

The contract allotted 120 calendar days for the work. One hundred and twenty eight calendar days were charged through completion. Denial of the contractor's request assesses the contractor $240 liquidated damages.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
C. H. Maison
Ivan Merchant
L. W. Rulien

CAG:jf jw

RECEIVED
APR 21 1967
FOR FILING

134-1619

6951

April 20, 1967

United Pacific Insurance Company
Fidelity and Surety Department
P.O. Box 1216
Tacoma, Washington 98401

Gentlemen:

Contract No. 6951 awarded to Ace Electric Company for traffic signal installation on the Farmington Highway at 145th Avenue in Beaverton in Washington County was completed on March 9, 1967, and accepted by the Highway Commission on April 19, 1967.

Final payment in the amount of $271.41 will be released to the contractor after April 27, 1967. The total contract amount is $9,047 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Ace Electric Company
9104 N.E. Oregon Street
Portland, Oregon 97213

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 20 1967

FOR FILING
134-1619

6951

April 19, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 9, 1967, on Contract No. 6951. The contract was with Ace Electric Company and was for the traffic signal installation on the Farmington Highway-14[illegible]th Avenue (Beaverton) Section of the Farmington Highway in Washington County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 19, 1967, and that you concur in this procedure at the Commission meeting on April 25.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young

L. W. Rulien

srb jw

RECEIVED
NOV 21 1966

FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

134-1619

69501

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

November 17, 1966

Ace Electric Company
5104 N. E. Oregon Street
Portland, Oregon

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6951 for traffic signal installation at 148th Avenue in Beaverton on the Farmington Highway in Washington County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

Encl.

gc

cc: United Pacific Insurance Company
Portland Branch Office
415 S. W. 10th Avenue
Portland 5, Oregon

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma 1, Washington

RECEIVED
NOV 10 1966
FOR FILING

134-1619
6951
5104

November 9, 1966

Mr. Riley R. Taylor
Ace Electric Company
P. O. Box 4981
Portland, Oregon 97213

Dear Mr. Taylor:

Your transmittal letter, which accompanied the signed copies of the electrical contract involving a traffic signal installation at Farmington Highway and 145th Avenue, stated that a portion of the traffic signal equipment would not be available until after the completion of time specified in the contract.

As was stated to you by Mr. George, the Highway Department will grant a concession on this particular contract to the extent that you may substitute pre-timed control equipment at this location until the specified equipment is delivered. It is further understood that final installation of the specified equipment will be made by your company with no added expense to the State.

You were also advised that the contract cannot be accepted as complete until all equipment and work meets the requirements of the specifications.

After installation of the pre-timed equipment, the workday count will be stopped. It will be started again at the appropriate time upon final delivery of the specified equipment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Floyd Query
bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
bc/enc. C. H. Maison
L. W. Rulien

LEG:njc ja

ACE ELECTRIC COMPANY ELECTRICAL CONTRACTORS
5104 N.E. OREGON STREET • P.O. BOX 4981 • PORTLAND, OREGON 97213 • 284-2121

November 1, 1966

REFERRED TO
admin
BY SECRETARY

Oregon State Highway Commission
Salem, Oregon 97310

RE: Traffic Signal Installation
Farmington Highway at 145th Ave.
Contract No. 6951

Attention: Floyd Query, Secretary

Gentlemen:

We are returning with this letter two (2) signed copies of the electrical contract for the subject work, together with performance bond and certificate of insurance you have required.

We have signed this contract with the specific qualification that the vehicle actuated detectors will not be installed within the time scheduled for contract completion; i.e. 120 calendar days.

We have found that the only supplier, Econolite, who could deliver the specified equipment - can deliver all of the equipment except the vehicle detector within 60 days. However the detector itself cannot be delivered until approximately "5 to 6 months after receipt of order".

We discussed this matter with Mr. Bud George of the Highway Department explaining to him our problem. Mr. George stated that if we would furnish and install a time operated controller on an interim basis and remove same and reinstall the specified controller upon its arrival, the State would waive the contract completion schedule allowing us sufficient time to furnish and install the proper equipment. Mr. George has assured us that the State will not assess liquidated damages. We have agreed to do this at no additional cost to the Highway Department.

We are proceeding immediately with expediting equipment and material to the jobsite per understanding with Mr. George.

We wish to take this opportunity to extend our personal thanks to Mr. George for his cooperation and understanding, and trust that his confidence in us will not be unwarranted.

Very truly yours,
ACE ELECTRIC COMPANY

Riley R. Taylor
RRT/ph
Enclosures

RECEIVED
NOV 2 - 1966
OREGON
STATE HIGHWAY COMMISSION

NOTED
FLOYD QUERY

5104

RECEIVED
NOV 1 - 1966

Cert to note

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 1, 1966

124.1619

6951

To: MEMO TO FILE

SUBJECT: Traffic Signal Installation
145th Ave. & Farmington Hwy.

This is to advise the file that Mr. Taylor, who is part owner of Ace Electric Company, phoned the writer this date concerning the traffic signal project at the intersection of 145th Avenue and the Farmington Highway.

Mr. Taylor's company was low bidder on the project and was faced with a problem on which he needed help. Shortly before the opening of the bids, it was discovered by the Traffic Division that the specified equipment for the project could not be obtained for a period of seven months. The calendar workday count on the project was 120 days; therefore, the contractor was faced with either refusing to sign and forfeiting his bid bond or signing the contract and running into liquidated damages.

After consultation with Mr. Query and Mr. Edwards, the writer informed Mr. Taylor that the State would make the concession of accepting a substitute type temporary control until such time as the specified equipment was delivered. Upon delivery the temporary control would be removed and the new equipment would be installed at no cost to the State. Further, if this procedure were followed, the workday count would be stopped and the Ace Electric Company would not be charged any further workdays until the specified equipment arrives.

L. E. George
Assistant Traffic Engineer

LEG:njc

cc: Floyd Query
Tom Edwards
I. W. Merchant
L. W. Rulien

NOTED
FLOYD QUERY

RETURNED
OCT 10 1966
F. BUR. FILES
Proj-18(19)
Loan 6951

MISC. CONTRACTS and
AGREEMENTS No. 3146

August 31, 1966

Agenda Item
4g
8-25-66

Miss Marjorie E. Kerber
City Recorder
City of Beaverton
Beaverton, Oregon

Dear Miss Kerber:

We are enclosing for your records a fully executed copy of an Agreement covering installation of traffic signals at intersection of Farmington Highway and S. W. 145th Avenue in Washington County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall

RECEIVED
AUG 5 - 1966
FOR FILING
134-11-19
6951

August 5, 1966

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Beaverton covering installation of traffic signals at the intersection of the Farmington Secondary Highway and S. W. 114th Avenue in Beaverton, Washington County.

This agreement provides that the State shall install the signals, with the City agreeing to pay one-half the cost, maintain the installation, and pay for electrical energy. The estimated cost of this project is $14,000, the State's share to be taken from Minor Betterment Funds. A check in the amount of $7,000 has been received from the City to cover its share of the project.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. S. Hunter
C. H. Maison
R. N. Bothman
L. W. Rulien

FBC:njc bg

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MAY 31 1966
FOR FILING

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May 27, 1966

Mr. Therm L. Martin
City Engineer
450 S. Hall Street
Beaverton, Oregon 97005

Dear Mr. Martin:

Your letter of May 18 apprises of City Council action in authorizing expenditure for a State-City cooperative installation of a signal at the intersection of Farmington Road and S. W. 145th Avenue.

We will proceed with preparation of the necessary agreement and transmission to you for signatures.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

FBC:mjc jwa

City of Beaverton
450 S. HALL STREET • BEAVERTON, OREGON 97005
TELEPHONE 644-2191

May 18, 1966

State Highway Department
Salem,
Oregon 97310

Attention: Tom Edwards
Assistant State Highway Engineer

Gentlemen:

RE: Signalization at Farmington Road
and S. W. 145th Avenue

The City Council has authorized the expenditure of matching funds for the installation of signals as per your letter of April 7, 1966.

We request that proceedings be initiated by the State so that signalization of this intersection may be accomplished as soon as possible.

Yours very truly,
CITY OF BEAVERTON

Theron L. Martin
Theron L. Martin
City Engineer

TLM:jjw

cc: City Manager

RECEIVED
MAY 20 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 20 1966
OREGON
STATE HIGHWAY COMMISSION

7961-200 Coquille R. (Bullards) Br. 1965
Sec., Oregon Coast Hwy.
#6952

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

RECEIVED
JUL 28 1970
FOR FILES

7961-200

6952

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

July 21, 1970

Oregon State Highway Commission

Re: State v. Tug GO GETTER, Ninth Circuit Court of Appeals
No. 35230 (L-5163A)

Gentlemen:

Some time ago we reported to you the execution of a trust agreement whereby Olson Towboat Company gave the State a preferred mortgage on the tug Jean Nelson in the smount of $25,000.00. This was in lieu of process served in execution of a judgment obtained in the U.S. District Court, Oregon, in favor of the State.

The owners now have a sale for the Jean Nelson in the amount of $40,000.00, and counsel for the Olson Towboat Company now desires to put up a supersedeas bond in the same amount, rather than turn the cash over to our fee counsel, Wm. White, to hold as trustee.

The Attorney General has approved the acceptance of the bond, and we call this matter to your attention that you may be continuously informed of the proceedings as they occur.

I feel, as does the Attorney General, the bond will fully protect the State in that amount, pending the outcome of the present appeal by the defendants.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
R. L. PORTER

L. I. Lindas
Assistant Attorney General
and Counsel to Highway Division

RECEIVED
JUL 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LIL:hg
cc Mr. R. L. Porter
Mr. Tom Edwards
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. D. H. Moehring
Mr. V. E. Skoog
Mr. Kim Whitman

RECEIVED
JUN 22 1970
LEE JOHNSON
ATTORNEY GENERAL
FOR FILING

DIARMUID F. O'SCANNLAIN
Deputy Attorney General

79-1-CAO
6442

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

TRIAL DIVISION

THOMAS D. O'DELL
Chief Trial Counsel

J. BRADFORD SHILEY
Assistant Chief Trial Counsel

WALLACE CARPENTER
LEONARD I. LINDAS
Assistant Attorneys General and Counsel

CLIFFORD A. ALLISON
JAMES A. BLEVINS
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E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
Assistant Attorneys General

June 16, 1970

Mr. R. L. Porter
Deputy State Highway Engineer
138 State Highway Building
Salem, Oregon 97310

Re: CAO 69-91
Damage to Bullards Bridge
by Sause Bros., Ocean
Towing Company

Dear Mr. Porter:

On February 24, 1969, Bullard Bridge was damaged by Sause Bros. Towing Company and the total amount of our claim was $16,843.17. I have been negotiating with the Tugboat Company for about nine months concerning settlement of this claim, and have now been advised that if we will accept the sum of $15,311.97 they will pay that amount within 10 days and the claim will be closed.

6-17-70 Orig returned to Legal

Considering the fact that we would have to sue the Tugboat Company in Federal Court and that the cost of this would accumulate quickly, I recommend acceptance of the compromise offer. One additional factor that should be noted is that the reduction of $1,531.20 is the amount we included in our bill for overhead and supervision, so that we are actually getting back the full amount for our out-of-pocket expenses for the bridge.

If you concur in this compromise, will you so indicate hereon and return this letter to me.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. Lindas
Assistant Attorney General and
Counsel to Highway Division

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JLS:gc
Approved R. L. Porter
R. L. Porter

JUN 17 1970

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FORM E-30-X (12-67)

1961-200
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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 9, 1969

To: MEMORANDUM TO THE FILE:

SUBJECT: State vs. Tug "GO-GETTER" L-5163

NOTED
R. L. PORTER

On Friday morning, December 5, 1969, following receipt of my letter of December 4, 1969, regarding the advisability of appeal in the above case, I received a telephone call from the Chairman of the Commission in response thereto.

He instructed me that it was the Commission's desire that in the event the defendants filed notice of appeal that we were to take steps to cross-appeal, however, if they do not do so, further litigation by way of direct appeal is not desired. This is in line with the comments of the Commission at the time of reporting the final results of the case by the Chief Counsel at the November 18 Commission meeting.

Mr. White, Special Assistant, in the trial of the case was notified by telephone.

G. E. ROHDE
Chief Counsel

GER:hg

cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. C. McKinney
Mr. Alan Johansen

RECEIVED
DEC 9 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

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DEC 8 - 1969

7 1 1 - 2 6 0

December 4, 1969

Oregon State Highway Commission

Re: State vs. Tug "GO-GETTER"
L-5163

Gentlemen:

As indicated in our Report of Trial of the above case, the advisability of an appeal, or cross-appeal, has been under further study.

Our claim was, in round figures, for $208,000.00, representing the cost of repairing the Bullards Bridge after pier damage by the Tug Go-Getter. The U. S. District Court entered judgment in our favor for approximately $122,000.00, on the basis that the damaged pier had depreciated 40% prior to the collision.

The defendants earlier indicated that they anticipated taking an appeal, contending that the District Court erred in allowing the State a judgment in any amount. The liklihood of such appeal is presently somewhat less certain. If defendants do appeal, I would definitely recommend that we cross-appeal on the basis that the District Court erred in deducting 40% from our repair costs for depreciation. The prospects of our succeeding with such contention would be in the range of 50%, and if we are forced to defend our position on the basic question of liability, we would have nothing to lose by also cross-appealing on the amount of damages.

I would evaluate the defendants' chances of a reversal on the liability question as no better than 10 to 20%. However, they may appeal to resolve questions of the various defendants' responsibilities between themselves, and appeal the basic question of the State's right to recover at all as a somewhat secondary question.

If defendants do not appeal, we can still appeal on the basis of inadequate damages. If the U. S. Court of Appeals held that depreciation should not have been deducted at all, our recovery would be about $208,000.00, instead of about $122,000.00 as at present. If it were held that the Court

NOTED
FORREST COOPER.

erred in determining the proper amount of depreciation, there is a liklihood that our recovery would be increased to about $176,000.00. It is also possible that some other amount, greater or lesser than $176,000.00, could eventually be decided upon.

As noted above, I evaluate the prospects of our persuading the Court of Appeals that our recovery should be substantially increased as being about 50%.

An appeal will probably result in a delay of a year, more or less, in obtaining a final determination. If no appeal is taken by either side, we can expect to receive payment of the $122,000.00 within about 30 days.

The time for filing Notice of Appeal will expire on December 10, 1969. I would appreciate your instructions as soon as convenient, as to whether, if defendants do not appeal, the State should take an appeal on the basis of an inadequate award of damages.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. Floyd Query

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DEC5 1969
OFFICE OF
STATE HIGHWAY ENGINEER

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NOV 5 - 1969
FOR FILING

UNITED STATES DISTRICT COURT
DISTRICT OF OREGON
PORTLAND, OREGON 97205

Civil - 66
GUS J. SOLOMON
CHIEF JUDGE
1452
RECEIVED
OCT 29 1969

October 28, 1969

H. Cooper

Hon. Lee Johnson,
Attorney General of Oregon,
State Office Building,
Salem, Oregon.

Mr. George E. Rohde, Chief Counsel,
Oregon State Highway Commission,
Oregon State Highway Building,
Salem, Oregon.

Mr. William F. White,
White, Sutherland & Gilbertson,
1200 Jackson Tower,
Portland, Oregon.

Mr. Carl R. Neil,
Krause, Lindsay & Nahstoll,
Loyalty Building,
Portland, Oregon.

Mr. Samuel L. Holmes,
Angell, Adams & Holmes,
200 Bush Street,
San Francisco, California.

Mr. Walter H. Evans, Jr.,
1018 Public Service Bldg.,
Portland, Oregon.

Mr. Richard V. Bayless,
Winfree, Murphy & Bayless,
Pacific Building,
Portland, Oregon.

Gentlemen:

Re: State of Oregon, etc. v. Tug GO-GETTER, etc., et al., Civil No. 66-499; In the Matter of the Petition of Sause Bros. Ocean Towing Co., Inc., etc., Civil No. 66-521

I am enclosing a copy of an Opinion that was signed and entered today by Judge Solomon in the above case.

Very truly yours,

Helen Bradley

Secretary to Judge Solomon

NOTED
R. L PORTER

NOTED
FORREST COOPER

RECEIVED
OCT 29 1969

IN THE UNITED STATES DISTRICT COURT

FOR THE DISTRICT OF OREGON

STATE OF OREGON, by and through its State Highway Commission, composed of Glenn L. Jackson, Kenneth N. Fridley and David B. Simpson,

Plaintiff,

vs.

Tug GO-GETTER, her engines, apparel and equipment, SAUSE BROS. OCEAN TOWING CO., an Oregon corporation, OLIVER J. OLSON & CO., a California corporation, OLSON TOWBOAT CO., a California corporation, CHARLES MAY and JOHN G. DAVIS,

Defendants.

OPINION

October 28, 1969

Civil No. 66-499

In the Matter of the Petition

of

SAUSE BROS. OCEAN TOWING CO. INC., a corporation, for Exoneration from or Limitation of Liability, as the Owner of the Tug GO-GETTER.

Civil No. 66-521

Lee Johnson,
Attorney General of Oregon,
George E. Rohde, Chief Counsel,
Oregon State Highway Commission,
Frank C. McKinney, Assistant Counsel,
Oregon State Highway Building,
Salem, Oregon.

William F. White,
Special Assistant Counsel,
White, Sutherland & Gilbertson,
1200 Jackson Tower,
Portland, Oregon,

Attorneys for Plaintiff and Claimant, State of Oregon

Carl R. Neil,
Krause, Lindsay & Nahstoll,
Loyalty Building,
Portland, Oregon,

Attorneys for Defendants Tug GO-GETTER, Sause Bros. Ocean Towing Co. and John G. Davis and Petitioner Sause Bros. Ocean Towing Co. in Civil No. 66-521

Samuel L. Holmes,
Angell, Adams & Holmes,
200 Bush Street,
San Francisco, California,

Walter H. Evans, Jr.,
1018 Public Service Bldg.,
Portland, Oregon,

Attorneys for Defendants Oliver J. Olson & Co. and Olson Towboat Co.

Richard V. Bayless,
Winfree, Murphy & Bayless,
Pacific Building,
Portland, Oregon,

Attorneys for Defendant Charles May.

SOLOMON, Judge:

After a hearing on the segregated issue of liability, in an amended opinion dated March 17, 1969, I held that plaintiff was entitled to recover for damage to Bullards Bridge in rem against the Tug GO-GETTER, and in personam against Sause Bros. Ocean Towing Co., Olson Towboat Co., and Charles May.

The issue of the plaintiff's damages was thereafter tried on stipulated facts and on both oral and written evidence.

In the "Stipulation as to Facts and Issues on Damages," a number of "issues" and "subissues" were submitted to me for decision.

First, I shall set forth my findings on each subissue. Whenever I believe it is necessary to understand the basis for my finding, I shall state my reasons.

"1. Is plaintiff entitled to recover the 21% 'additive' to wages of State employees?"

Yes. The fact that this work was performed by regular State employees does not prevent the State from charging not only the actual salaries, but also all fringe benefits to employees for the hours they worked to repair the bridge.

"2. As to permanent repairs, is the reasonable amount thereof $127,695.58, $100,749.52, or some other amount?"

I find that $118,713.56 was the reasonable amount of the permanent repairs.

I arrived at this amount by deducting $8,982.02 from the Lillebo bid. This figure is one-third of $26,946.26, the difference between the Lillebo and the Willamette Western bids for the "permanent" repair of that portion of the bridge damaged in the collision.

Lillebo's bid for both repairs and betterments was $188,717.60. This was $1,489.34 lower than the Willamette Western bid for the same work. The Lillebo bid was $29,946.26 higher than the bid of Willamette Western for the repairs alone.

The State was entitled to accept the low bid on the entire job even though the successful bidder was substantially higher on the repairs alone than the next best bid. But the State is entitled to no more than the reasonable cost of the repairs. When, at the bid opening, there was a difference of almost $30,000 on the repair items, it would have been better policy for the State to have called for new bids. The new invitation should have provided for separate bids for the repairs, separate bids for the betterments, and joint bids for both repairs and betterments.

Having failed to do this, the State cannot

require the defendants to pay an allocable part of the successful bid without proving that the amount claimed against the defendants is reasonable for the repairs alone.

I have allowed the defendants only one-third of the difference in the two bids for the repairs alone because I find that Willamette Western would not have undertaken the repair job alone for $99,694.00. The "mobilization" costs were allocated differently. Lillebo allocated these costs to Repair Item 2, but Western Willamette distributed these costs among all of the nine items of repairs and betterments.

Nevertheless, I believe that if the repair and betterment jobs were bid separately, the total amount which Willamette Western would have charged for the repairs would not have exceeded $118,713.56. In any event, I find this amount was the reasonable cost of the repairs.

"3. (a) Are engineering and inspection costs (Ex. D-3) to be allowed at all?

(b) If so, what percentage should be applied to remove 'betterment' -- 70% or 52.5%?"

I find that plaintiff is entitled to 62.9 per cent of the engineering and inspection costs. This percentage is based upon my conclusion that $118,713.56 was the reasonable cost of the permanent repairs.

Since I have found that the reasonable cost was $118,713.56, rather than $127,695.58, defendants are not entitled to the $4,480.00 which plaintiff agrees should have been deducted as defendants' portion of the liquidated damages paid by Lillebo.

"4. Is plaintiff entitled to an additional 10% of its costs as overhead for engineering and supervision?"

Yes. I find that 10 per cent is a reasonable figure, and therefore allow plaintiff $15,492.35 for engineering and supervision overhead costs for both temporary and permanent repairs.

"5. As to depreciation, or 'new for old':

(a) Are defendants entitled to any credit therefor?

(b) If so, to which of the above items does the 15% reduction factor apply?"

I find that the "new for old" rule is applicable to this case and that the channel piers, although an integral part of the bridge, had a useful life distinct from that of the rest of the bridge. I also find that at the time the bridge was built, the two channel piers had a life expectancy of not more than 30 years because of the hazards of severe damage due to the narrow clearance between the two

piers and the lack of pier protection. I therefore find that a 40 per cent depreciation factor (12/30) should be applied. I further find that in calculating the reduction for depreciation the total cost of the repairs, both temporary and permanent, must be considered.

The parties entered into a stipulation which contained the following paragraph:

> "The parties agree that if a witness were called, he would testify that the usable life of Bullard Bridge at the time of its completion in 1954 was 80 years, and the parties agree that, if applicable, a 15% depreciation factor (12/80's) should be applied."

I find that this portion of the stipulation was entered into on the understanding that no evidence would be offered by any party on the usable life of the bridge. If, as a matter of law, the Court found that the rule of "new for old" applied, a depreciation factor of 15 per cent would be used.

Plaintiff at the trial called two witnesses, both of whom testified that the life of the bridge was of indefinite duration and that no depreciation was proper. Plaintiff justified such testimony on the ground that it was entitled to show that there was no such thing as a useful life of a bridge—"that there's no such animal, so to speak." Plaintiff

asserts that the stipulation was "to eliminate the necessity of the defendants to call a witness . . . . if there was such a thing as a useful life of the bridge it would be eighty years."

I do not so interpret the stipulation. I believe that either the stipulation is too indefinite to be enforced or that the plaintiff breached it by putting in issue the useful life of the bridge. In either event, I overrule the plaintiff's objections to the testimony of defendants' witness Irvin A. Cooper. I also find that it would be inequitable under all the circumstances to prevent defendants from proving that the bridge does have a limited useful life, and that the piers may have a much shorter life than the rest of the bridge. I reject plaintiff's contention that defendants are bound by stipulation to a 15 per cent depreciation factor.

My use of a 30-year, rather than 20-year, life span for the piers does not negative my strong belief that Mr. Cooper's testimony was clear, credible and logical and that the facts upon which he based his conclusions were correct.

"6. Should the plaintiff recover pre-judgment interest, and, if so, how much?"

Plaintiff requests pre-judgment interest at six per cent on the allocable portion of payments

made to Lillebo. I find that plaintiff is entitled to such interest, but the interest shall be calculated on the Lillebo payments as reduced by the depreciation factor and by the allocations between repairs and betterments.

"7. Is plaintiff entitled to recover one-half of the Cornell-Howland-Hayes & Merrifield report in the amount of $481.04?"

Yes. I believe that the State was entitled to the advice and judgment of an independent consulting engineer.

8. Oliver J. Olson & Co. is entitled to a judgment against the Tug GO-GETTER, Sause Bros. Ocean Towing Co. and Olson Towboat Co. for damage and detention of the Barge J. WHITNEY in the agreed amount of $28,000.00.

This opinion shall serve as findings of fact and conclusions of law in accordance with Rule 52(a), Fed. R. Civ. P., but any party will be privileged to submit additional findings within 10 days.

Counsel are invited to meet and agree upon the amount of the judgment to be entered based upon my findings. Pre-judgment interest shall be calculated to November 10, 1969.

If counsel are unable to agree on any item of damage, each party shall submit his own calculations.

The calculations together with proposed forms of judgment on both liability, in accordance with my amended opinion dated March 17, 1969, and on damages in accordance with this opinion shall be submitted to me not later than Friday, November 7, 1969, at 9:00 A.M.

At the same time I shall hear any remaining issues in this case. This includes plaintiff's renewed motion to dismiss the counterclaim of Olson Towboat Co. for wrongful foreign attachment.

There is no just cause to delay the entry of judgments on the issues which have already been decided, and the proposed judgments can contain statements to that effect.

Dated this 28th day of October, 1969.

Gus J. Solomon
United States District Judge

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SP*23911-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
Oct. 23, 1967

To: MEMORANDUM TO FILE:

SUBJECT: State vs. Tug "Go-Getter"
File L-5163

On October 16 Mr. Bill White telephoned to advise that the above case has been set for trial for Wednesday, November 1, in Coquille, Oregon.

Inasmuch as one of the State's witnesses would not be available on that date they have arranged for the deposition of Bar Pilot Woods on Monday, October 30.

Mr. White also advised that the Judge would not at this time consider his motion for a summary judgment with respect to the defendants' claims of negligence in either the construction or operation of the bridge.

Mr. White stated the defendants desire to take Mr. Cooper's deposition sometime during the week of October 23. This deposition will apparently be along the lines as to why no state action was taken to erect fenders or protecting piling around the bridge after it was called to the attention of the Highway Department.

Mr. White will contact us later as to the time of the deposition.

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: Forrest Cooper
G. E. Rohde

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

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SEP 12 1967
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6952

September 11, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

A post-final payment for $500 will be made to Tom Lillebo Construction Company on Contract No. 6952 for repair of the Coquille River (Bullards) Bridge on the Oregon Coast Highway in Coos County, as soon as the warrant is prepared.

The total amount paid on this contract will be $182,633.29 including the post-final payment. Of the total $1,589.67 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Company
534 S. W. Third Avenue
Portland, Oregon 97204
C. H. Maison
Attn: John Herr

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SEP 19 1967
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7961-200
6952

August 29, 1967

#5

Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Gentlemen:

The State Highway Commission today considered your request for an extension of time on Contract No. 6952 for the repair of the Coquille River (Bullards) Bridge on the Oregon Coast Highway in Coos County.

After considering the recommendation of the Engineer and other available information, the Commission granted you a five-day extension of time.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc L. R. Chandler
George Thornton
L. H. Young
Ivan Merchant
C. H. Maison

E--320 (Rev.)--5M--5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 19, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 180 days, within which to complete our Contract No. 6952, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1) Due to inclement weather we were unable to move our barge from the Umpqua River to the Coquille River. Both river entrances are virtually impossible to cross other than for short periods of time during the winter months. This of course required us to delay our move until a sea going tug was available and the ocean flat enough to make the tow. 2) Another factor was not being able to procure our sheet piling for the job from usual and ready sources. These piling had to be ordered from the steel mill which delayed delivery until mid-February.

Respectfully submitted,

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
CITY AND COUNTY OF SAN FRANCISCO } ss.:

On this 26th day of April in the year one thousand nine hundred and sixty-seven
before me, Bianca P. Pera, a Notary Public in and for the City and County of San Francisco, State of California, residing therein, duly commissioned and sworn, personally appeared [redacted] known to me to be the Attorney In Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal, in the City and County of San Francisco, the day and year in this certificate first above written.

Bianca P. Pera
Notary Public in and for the City and County of San Francisco, State of California

My Commission expires September 14, 1969

BIANCA P. PERA
NOTARY PUBLIC - CALIFORNIA

sr-eee

E-320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 19, 1967

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 135 days to 180 days, within which to complete our Contract No. 6952, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: 1) Due to inclement weather we were unable to move our barge from the Umpqua River to the Coquille River. Both river entrances are virtually impossible to cross other than for short periods of time during the winter months. This of course required us to delay our move until a sea going tug was available and the ocean flat enough to make the tow. 2) Another factor was not being able to procure our sheet piling for the job from usual and ready sources. These piling had to be ordered from the steel mill which delayed delivery until mid-February. 3) Also unsafe weather conditions due to high winds and tides have prevented us from working many days.

Respectfully submitted,

Contractor
TOM LILLEBO CONSTRUCTION COMPANY

By W. D. Lillebo, Sec.

CONSENT OF SURETY

Date April 24, 1967

We, FEDERAL INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Donn L. Beck - Attorney-in-fact

(SEAL)

Donn L. Beck - Resident Agent

Ctrl.
BRIDGE DIVISION
MAY 4 - 19
A-1
7,8,9,10,11,12,1,2,3,4,5,6

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6952 Contractor Tom Lillebo Construction Co.

Highway Oregon Coast

Section Coquille River (Bullards) Bridge

Kind of Work Bridge Repair

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Contractor exceeded allotted time by 69 calendar days. Grant 5-day extension without assessment of liquidated damages account extra work added and unforeseen difficulties in performing excavation. Assess liquidated damages for remaining 64 days consumed.

Recommended for Approval:

John Quarg II
Asst. Division Engineer

Ivan V. Merchant
Construction Engineer or Bridge Engineer

Tom Lucas
asst State Highway Engineer

Contract No.	6952
Project designation	State (State-Federal)
Date awarded	11-22-66
Work started	1-16-67
Per cent completed	50% 4-28-67 (Date)
No. of Workdays Allowed	135
No. of Workdays Used	144
No. of Added Workdays Requested	45

State Printing 37980

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Cecil O. West, George McClellan, Lawrence P. Dixon, L. K. Hall and Dean L. Beck.
of San Francisco, California -

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise, bonds or obligations given or executed in the course of its business, and any instruments amending or altering the same, and consents to the modification or alteration of any instruments referred to in said bonds or obligations.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 5th day of October 19 66

FEDERAL INSURANCE COMPANY
By

Frederick C. Gardner
Vice-President

Davis Quinn
Assistant Secretary

STATE OF NEW YORK }
County of New York } ss.:

On this 5th day of October 19 66 before me personally came Davis Quinn, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the corporation described in and which executed the foregoing Power of Attorney and the said Davis Quinn being by me duly sworn, did depose and say that he resides in the City of New York, in the State of New York; that he is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company and that he signed said Power of Attorney as Assistant Secretary of said Company by like authority; that he is acquainted with Frederick C. Gardner and knows him to be Vice President of said Company, and that the signature of said Frederick C. Gardner subscribed to said Power of Attorney is in the genuine handwriting of said Frederick C. Gardner and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me on the date above written.

Notary Public

MARION J. McGRATH
NOTARY PUBLIC, State of New York
No. 24-7837950
Qualified in Kings County
Certificate filed in New York County
Commission Expires March 30, 1968

Form 12159F (Ed. 1-64) L4480 (6M)

CITY AND COUNTY OF NEW YORK: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of the Dominion of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by the laws of the United States.

Given under my hand and seal of said Company at New York, N. Y., this 24th day of

April, 1967

L. P. Wallace
Assistant Secretary

BRIDGE DIVISION
MAY 4 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
AUG 28 1967
FOR FILING
7961-200
6952

August 25, 1967

Oregon State Highway Commission

Re: Request for Extension of Time
No. 5
August 29, 1967 Meeting

Gentlemen:

Tom Lillebo Construction Company, contractor for the reconstruction of the Coquille River (Ballards) Bridge on the Oregon Coast Highway in Coos County, Contract No. 6952, has requested that he be granted an additional 45 calendar days without assessment of liquidated damages.

The contractor cites the following as his reasons for failure to complete the work in the time allotted: delays occasioned by sea and weather conditions which made movement of his equipment to the work site difficult; difficulty in obtaining prompt delivery of steel sheet piling; inclement weather with resultant unfavorable tides for productive work, extra work and misleading information on the plans.

Delays attributable to movement of equipment to the job site, late delivery of materials, and lack of production due to weather are not reasons for an extension of the contract time. The contractor's operations were delayed two days in performing an extra work item of investigation of the west footing of Pier 3 and an estimated three days due to unforeseen difficulties encountered in the excavation of the east footing of Pier 3 when the existing seal was not at the exact location shown on the plans.

The contract allotted 135 calendar days to complete the work. Two hundred four calendar days were charged through to completion of the work. This is an overrun of 69 days. I recommend that the contractor be granted a five-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the remaining 64 days. This waives an assessment of $500 and assesses the contractor $6,400 liquidated damages.

This matter will be on the agenda for your consideration at the August 29 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Young
H. L. Parker
Tom Edwards
Victor D. Wolfe
Ivan Hartshorn
L. E. Young
G. S. Unicomb
L. E. Chandler

CAG:mb:rg

RECEIVED
AUG 23 1967
FOR FILING

7961-200

6952

August 23, 1967

Federal Insurance Company
Bonding Department
417 Norton Building
Seattle, Washington 98104

Gentlemen:

Contract No. 6952 awarded to Tom Lillebo Construction Company, for bridge repair on the Coquille River (Bullards) Bridge Section of the Oregon Coast Highway in Coos County was completed on June 27, 1967, and accepted by the Highway Commission on August 22, 1967.

Final payment in the amount of $5,416.31 will be released to the contractor after August 30, 1967. The total contract amount is $182,133.29 including $1,589.67 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Tom Lillebo Construction Company
130 N. Railroad Avenue
Reedsport, Oregon 97467

Ward Cook-Rodgers Insurance Co.
534 SW Third Avenue
Portland, Oregon 97204

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1967
FOR FILING

7961-200

6952

August 22, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 27, 1967, on Contract No. 6952. The contract was with Tom Lillebo Construction Company and was for bridge repairs on the Coquille River (Bullards) Bridge on the Oregon Coast Highway in Coos County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 22, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
C. H. Maison
L. H. Young
L. R. Chandler

srb:rg

-7961-200

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Coquille River (Bullards) Bridge		WEEK ENDING: July 28 1967
		SECTION PREFIX: 7961
HIGHWAY: Oregon Coast		COUNTY: Coos
NAME OF JOB: Coquille River (Bullards) Bridge	KIND OF WORK: Bridge Repair	
CONTRACTOR: Tom Lillebo Construction Company	CONTRACT NUMBER: 6952	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 22, 1966	DATE WORK STARTED: January 16, 1967	ESTIMATED COMPLETION DATE: June 27, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 135	CALENDAR DAYS USED 204
PROJECT AUTHORIZATION: $214,526.25	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 151%
EXCLUSIVE OF ENGINEERING: $199,271.05	ENGINEERING AUTHORIZATION $15,255.20	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $183,090.04	ENGINEERING COST TO DATE $14,600.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 92%
ESTIMATED PERCENT: UNDERRUN 8 %	PERCENT OF AUTHORIZATION 96 %	DATE PROJECT WAS COMPLETED: June 27, 1967

FINAL REPORT
Semi-final submitted 7-28-67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	Removal & Repair Work	Fnd. Exc. & Underwater	MAT'L Drive Piling	Class "A" Concrete Pier #3	Class "A" Pier #2
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100%	100%	232	182	66
TOTAL QUANTITIES CORRECTED TO DATE			100%	100%	232	179	61
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100%	100%	232	179	61
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	7020D							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				No calendar days charged after June 27, 1967.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Bond Barbee Walker Glenn Swan Merdock Scott Wills Litchfield Olson

RECEIVED
JUL 31 1967
CONSTRUCTION DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	Project Completed.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed. Semi-final submitted 28 July 1967. FINAL REPORT.

SIGNED George T. Thornton LOCATION Bandon

George T. Thornton, Res. Bridge Eng.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

FORM E-123X 40M 7-65

RECEIVED
MAR 20 1967
W.R.C.O.

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

March 20, 1967

White, Sutherland and Gilbertson
Attorneys and Counselors at Law
1200 Jackson Tower
Portland, Oregon 97205

Re: State of Oregon vs.
Tug Go-Getter, et al.
L-5163

Attention: William F. White

Dear Bill:

I have appropriately verified and return herewith the original of the answers to Interrogatories Propounded by Defendants Sause Bros. Ocean Towing Co. and John C. Davis. Before signing I had Mr. Merchant read and approve the answers as contained in the enclosed instrument. You will, I take it, file the original and make service of the copies.

In your letter of February 10 you raised the question of whether the approval of the U. S. Corps of Engineers had been obtained for the construction of the new dolphins in the approaches to the Bullard's Bridge. For your assurance in this regard I am enclosing a copy of the Department of the Army Permit #1507-24(Coquille R.-Piling)-7, dated 5 December, 1966, together with a letter of transmittal of the Permit to the State Highway Department, signed by George E. Hyde, Chief, Navigation Division. Mr. Merchant advises me that the revisions indicated in red on the attached plans were requested by Moore Mill Company to permit log rafts through the north tower spaces. The changes were approved by U. S. Engineer Department by phone on March 10, 1967.

If there are any other matters we need to accomplish to bolster our case, please let me know. I appreciate the helpfulness and advise that you have contributed towards getting the State's case before the Court.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
cc - Mr. R. L. Patterson
Mr. Ivan Merchant
Mr. Forrest Cooper
Enclosures

NOTED
FORREST COOPER

RECEIVED
MAR 20 1967
OFFICE OF
STATE HIGHWAY ENGINEER

DIST
FORM
MAR 13 196
FOR FILING
7961-20C

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 9, 1967

To: Mr. G. E. Rohde
Chief Counsel

SUBJECT: Damages to the Bullards Bridge by the Barge J. Whitney

Attention: Mr. J. Robert Patterson

On March 6th, you handed me an interrogatory propounded by the defendants in the State's damage case against Sause Bros. Ocean Towing Company and John G. Davis. These interrogatories will be answered in the same order and number as listed:

1. Upon receipt of information that Pier 3 of the Bullards Bridge had been hit and heavily damaged by the barge J. Whitney, the structure was closed to traffic. Immediate steps were taken to mobilize material, equipment and personnel to perform emergency and temporary repairs to the end that the structure could be reopened to traffic at the earliest possible time.

As a result of telephonic explanations of the damage, it was decided on Wednesday, October 5th, to drive a pile bent upstream from Pier 3 to support a needle beam under the north end of the south tower span truss and also, this bent would support a needle beam under the south end of the lift span. The west end of the supporting needle beams would be steel piling resting on the footing or seal of the downstream shaft of Pier 3. A piling layout of the pile bent was transmitted to the Maintenance Department on October 6th, steel piling were delivered on the 7th and pile driving started immediately thereafter. The needle beams were beams in storage at the Troutdale Maintenance Yard and were loaded out, transported to Salem for necessary structural revisions and shipped to the jobsite about October 9th. Upon completion of the pile driving, the needle beams were placed and the tower span and lift span jacked back into position and supported on the temporary supports. As soon as this operation had been completed, the bridge was reopened to unrestricted traffic; however, a speed limit was imposed on traffic.

During the driving of the temporary steel pile bents, vibrations transmitted to the damaged pier made it necessary to install an

emergency column between the bottom chord of the truss and the footing of the pier. This column was wedged up tight to take any vibrations out of the tower span truss during pile-driving operations.

2. All emergency and temporary repairs were made by State Forces under the general direction of E. S. Hunter, Maintenance Engineer.

3. There are no written contracts or work orders for the emergency or temporary repairs as all orders were given verbally to the various members of the Highway Department involved.

4. At this time, no other expenses have been incurred for work up to November 18, 1966.

5. No.

6. Contract items 1, 2, a part (116 cu.yd.) of contract item 5 and a part (20,000 lb.) of contract item 7 are necessary to repair the damage resulting from the October 4th collision. These items are estimated and are not final in amount or cost.

7. Yes. Contract No. 6952 was awarded November 22, 1966 for the repair of the Bullards Bridge.

8. A copy of the contract, special provisions and plans for the repair of the Bullards Bridge are attached.

9. The contractor's superintendent on the Bullards Bridge repair contract is Al Birkland.

10. George Thornton is the Resident Engineer for the State Highway Department on the repair work. His address is P. O. Box 566, Bandon, Oregon.

11. The contract was awarded on November 22nd and it must be presumed that the contractor placed orders for material on this date which would be the beginning date of the contract. 135 calendar days are allowed for the completion of the contract which date would be April 19, 1967.

12. It is the plaintiff's belief that all costs necessary to repair the Bullards Bridge are chargeable to the defendants and these costs are summarized as follows:

Emergency and temporary repairs by State Forces made after Oct. 4, 1966 and prior to the awarding of the contract on November 22, 1966		$ 45,093.95
Estimated contract amount		188,390.00
Anticipated additional items:		
Painting by State Forces	$500.00	
Repair operator's house	500.00	
Flagging	300.00	
Excavate west footing, Pier 3	500.00	1,800.00
Repair pier ladders and lights. (This is the estimated amount of damages to the pier ladder and navigation lights caused by the tug boat Natoma on August 15, 1966)		500.00
Contingencies - 4½%		8,581.05
Construction engineering - 8%		15,255.20
		$259,620.20

Credit for major betterments:

Contract Item 3	$34,008.00	
Contract Item 4	9,744.00	
Contract Item 6	6,270.00	
Contract Item 8	476.00	
Contract Item 5 (Part) 66 cu.yd. @ $88.00	5,808.00	
Contract Item 7 (Part) 2,800 lbs. reinforcing steel @ .17	476.00	
Contract Item 9	5,000.00	$ 61,782.00
		$197,838.20

13. E. S. Hunter, Salem, Maintenance Engineer
Horton Hughlett, Salem, State Bridge Superintendent
A. A. Rear, Salem, Assistant Bridge Engineer
John Quiner, Roseburg, Assistant Division Engineer
J. B. Boyd, Roseburg, Assistant Division Engineer
Eldon Everton, Roseburg, Dist. Bridge Maintenance Sup't
Harold Seaton, Salem, carpenter (diver)

Details for repairs, estimates, etc., were prepared in the Bridge Division office, Salem, under the direction of Ivan D. Merchant, Bridge Engineer and L. L. Wallace, Chief Bridge Design Engineer and his staff.

On October 12, 1966, the firm of Cornell, Howland, Hayes & Merryfield, consulting engineers of Corvallis, were employed to make (a) an inspection of the adequacy of temporary repairs and (b) a study and recommendation for a permanent rehabilitation plan for the portions of Bullards Bridge which were damaged by the barge J. Whitney and towed by the tug Go Getter.

14. October 4, 1966 to October 12, 1966 at 4:17 P.M.

15. No.

16. The lift span could not be operated because of the distortion of the lift span guide columns over the upstream shaft of Pier 3 and the lack of support for the lift span column and tower truss because of a complete separation of the pier shaft.

17. Yes.

18. Permission was requested by Tom Miller, Oliver J. Olson & Co., on October 13, 1966 to raise the lift span and permit the barge J. Whitney to pass downriver. Permission to raise the lift span was denied by Tom Edwards, Assistant State Highway Engineer until such time as a report from the consulting engineers concerning the condition of the structure was received and analyzed.

19. A representative of the Oliver J. Olson & Co. firm phoned the South Slough Bridge operator at Charleston at 10:30 A.M. on Oct. 4, 1966 and requested an opening at 4:00 P.M. the same day. The span was actually opened at 3:30 P.M. on October 4, 1966.

20. Yes.

21. Attached hereto, and in explanation of Item 21, are copies of four letters, the letters being dated October 16, 1963 and January 3, 1964 covering discussions with the Corps of Engineers, a letter of July 23, 1964 from the Oregon Coast Towing Company and answer to this letter dated August 20, 1964.

NOTED
TOM EDWARDS

Ivan D. Merchant
Bridge Engineer

IDM:mb
Att.
cc: Tom Edwards
E. S. Hunter
L. R. Chandler

FORM 6-1222 5M 12-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Coos County File

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

August 20, 1964

Mr. Lee L. Collar
Oregon Coast Towing Company
Pier 32
San Francisco 5, California

Dear Mr. Collar:

Reply is made to your letter of July 23 concerning the problem of barges carrying lumber from the port of Bandon and, specifically, from the Rogge Lumber Company dock located upstream from Bullards Bridge.

The bridge was originally built under joint financing between Coos County and the State of Oregon in full compliance with a permit issued by the U. S. Corps of Engineers. We have been aware of the problem which you bring up and are working jointly with the Corps of Engineers in making a survey and report for channel improvement and navigation aids at this particular location. If the report is approved, we will proceed to place pier protection dolphins as recommended.

We wish to advise, further, that boat owners and operators will be held responsible for any damage to the piers or structure, either before or after the construction of the dolphins, since captains operating the tugs are responsible for control of their tow, even though an additional tug will be required for controlling of the barge between the bridge piers.

Very truly yours,
Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

NOTED
G. D. ANDERSON

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
H. W. Hughlett

NOTED
E. F. Chidsey

H. W. HUGHLETT

NOTED
J. A. PHILLIPS

OREGON COAST TOWING CO.

PIER 32

SAN FRANCISCO 5, CALIFORNIA

REFERRED TO
[illegible]
BY SECRETARY

REFERRED TO
[illegible]
BY SECRETARY

July 23, 1964

State Highway Department
State of Oregon
Salem, Oregon

Gentlemen:

This company operates lumber carrying barges to and from the Port of Bandon, Oregon, and up the Coquille River to the Rogge Lumber Company dock, which is just above the Coquille River bridge designated NPP-800.6.

It has been brought to our attention by the masters of our various tugs operating in this area, that this bridge does not have normal protection for the entrance between the piers, such as dolphins above and below the bridge and for both piers. Due to the river current and the strong winds that are encountered in this area, our tug personnel recommend that adequate protection be installed as soon as possible.

Where water-borne facilities are available and it is necessary for equipment to navigate through bridges similar to the Coquille River Bridge, it is customary for the owner of that bridge to provide proper protection for the bridge piers in the form of entrance dolphins both above and below the bridge. Inasmuch as these are not provided at the present time, we feel that if damage should occur due to our normal operations, we cannot be held responsible for said damage.

At the present time, we are operating one vessel through the bridge approximately each week both up river and down river. We have done this for approximately three years and to date there has been no damage, however, the barges we

Neglect

are utilizing are larger than in the past and we strongly recommend that adequate protection for the entrance to the bridge both above and below the bridge be installed at an early date.

Very truly yours,

OREGON COAST TOWING CO.

Leo L. Collar

LLC/mm

RECEIVED
JUL 27 1964
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 27 1964
OREGON
STATE HIGHWAY COMMISSION

6-6608

Engineering

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
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WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

January 3, 1964

Your NPPEM-PP-4

U. S. Army Engineer District
Portland
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Attention: Mr. D. E. Wilson, Chief
Engineering Division

File

Gentlemen:

Pier Protection
Bullards Bridge
Bridge No. 7020

Your letter of October 16, 1963 requests certain information on the construction of the Bullards Bridge over the lower Coquille River.

I am enclosing two prints each of our Drawing Nos. 9925, 9931, and 19528. Drawing 9925 is the plan and elevation drawing and indicates channel clearances, stream bed material, etc. Drawing 9931 is the detail drawing for Piers 2 and 3, the lift span piers. Drawing 19528 has been prepared to indicate what we believe should be the minimum pier protection to be installed if lumber barges 60' in width and up to 200' in length are to use the lift span regularly.

Because of the pier construction and the limited horizontal clearances we do not believe it advisable to carry any protection across the pier face parallel to the river channel. With the pier protection indicated it will be possible to maintain a minimum of 71' of horizontal clearance.

For the purposes of preparing a preliminary estimate the pier protection has been shown as nine-pile dolphins. The main purpose of the dolphins aligned as indicated on this drawing would be for barge alignment, and I believe there is a possibility that the dolphin in the longitudinal line at the angle point should be a much heavier dolphin to permit turning of the barges for alignment.

H. W. HUGHLETT

NOTED
G. D. ANDERSON

Our estimate for the work indicated on Drawing 19528 is $57,000.

The proposed installation is primarily for the benefit of navigation; however, due to the fact that it would furnish some protection to the structure, the Highway Department would participate in the cost of the installation if an equitable cost basis could be agreed upon.

Very truly yours,

Ivan D. Merchant
Bridge Engineer

IDM/mm

Enclosure

cc: Mr. E. M. Stephenson
Mr. I. A. DeFranco

RECEIVED
JAN 3 1944
OFFICE OF
DISTRICT ENGINEER
PORTLAND, OREGON

NOTED
G. D. ANDERSON

O.M.S.:

Edwards

NPPEN-PP-4

16 October 1963

Mr. Ivan Merchant, Bridge Engineer
Oregon State Highway Commission
Highway Building
Salem, Oregon

Dear Mr. Merchant:

This office is preparing a review report on improvement of lower Coquille River for navigation. Our study includes an extension of the channel to the Rogge mill site, which is just upstream from the highway bridge near Prosper, Oregon.

We are presently considering a channel 14 feet deep at mean lower low water and 150 feet wide. Between the piers of the highway bridge, the channel would be narrowed to 75 feet.

We would appreciate any information you can furnish concerning the bridge pier foundations, such as type of construction, materials, depth below either mean lower low water or mean sea level, and clear distance between foundations. Would a channel of the dimensions cited above endanger the stability of the piers?

Lumber barges expected to use the waterway in the future range up to 60 feet in width and from 175 to 200 feet in length. In view of the expected width of barges, would the Highway Commission consider the construction of dolphins and fenders along the channel sides of the piers? If so, what type of construction would be involved, what would be the remaining clear distance for use as a channel, and what would be the total cost?

The above information will be very helpful to us. Should the economics of the upstream channel extension turn out to be favorable, we will include your reply as a part of our report, which will eventually be submitted to Congress.

Sincerely yours,

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
OCT 17 1963 PM
1 2 3 4 5

B. E. WILCOX
Chief, Engineering Division

RECEIVED
FEB 1 - 1967
FOR FILING

Porter

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH M. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM
6952

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 27, 1967

Oregon State Highway Commission

Re: Pending Cases

Gentlemen:

The following is a report on pending cases of interest where the Commission is a party:

State of Oregon vs. Tug "Go Getter", et al., L-5163: This is the libel case in admiralty filed in the U. S. District Court of Oregon to recover damages to the Bullards Bridge caused when a barge under tow of the above-named tug rammed the bridge pier.

The owners of the tug "Go Getter" have filed an undertaking on the part of United Pacific Insurance Company for $58,000.00, the claimed value of the tug. It has also filed a petition with the court to limit its liability to the value of the tug. Such an order is permissible in admiralty law unless it can be shown there was negligence on the part of the owners as distinguished from negligence in operation on the part of the crew.

Olson Towboat Company and the Oliver J. Olsen Company, owners of the barge and other towboat whose master was involved, have executed a mortgage on the tug Virginia Phillips in the amount of $25,000.00 as security for the release of this tug from attachment. They have also endorsed to the State of Oregon insurance policies as security for any judgment totalling in excess of $2,000,000.00. Mr. William White, the special attorney who has been employed to assist in this case, advises me that he is of the opinion that the above bond, mortgage and insurance adequately covers the security for the above defendants to respond to any judgment which the State may obtain against these companies as a result of the collision.

I cannot now predict how soon a trial on the merits will be set. As of this writing we are scheduled to take the deposition of Captain May, the Master of the Jean Nelson and others on January 27, 1967.

State vs. DeLong, L-4904: Since the last Commission meeting the court heard arguments on the defendants DeLong, Travelers Insurance Company and Raymond's demurrer to the State's complaint (U. S. Steel did not join in the demurrer). The court held that the State had improperly joined separate causes of action in joining these several parties in one complaint.

During the intervening period a great deal of study has been given to the manner of proceeding. In other words, whether three separate causes of action would be filed, seeking a declaratory judgment as to the State's rights against each party in separate cases.

It will be recalled the reason for joining U. S. Steel and Raymond was to seek a declaration of the court that DeLong, not the State, is liable to U. S. Steel for delay damages and to Raymond for the materials on hand at the time DeLong stopped working and which DeLong required Raymond to pay $330,000.00. (DeLong is suing Raymond for this amount in U. S. District Court for District of Columbia.)

Our theory has been revised and it is now proposed that a declaratory judgment be sought against DeLong and its surety (Travelers) to the effect that DeLong has breached its contract, damages therefor, and that the court find and adjudge that DeLong and Travelers are responsible for U. S. Steel's damages and the $330,000.00 material claim. Further that DeLong be required to hold the State of Oregon harmless from such claims. In other words, indemnify the State for the amount of any claims by U. S. Steel or Raymond. In this manner the latter two corporations will not need to be made parties to the suit at all.

A complaint on this theory has been drafted and will be filed.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg
cc - Mr. Forrest Cooper
Mr. R. L. Porter
Mr. F. B. Klaboe
Mr. Floyd Query
Mr. D. H. Moehring
Mr. C. H. Maison
Mr. Robert Y. Thornton

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DEC 12 1966
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GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

7761-200

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 9, 1966

Tom Lillebo Construction Company
130 East Railroad Avenue
Reedsport, Oregon 97467

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6952 for repair of the Coquille River (Bullards) Bridge on the Oregon Coast Highway in Coos County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Encl.

cc Federal Insurance Company
417 Norton Building
Seattle 4, Washington

Ward Cook-Rodgers Ins. Co.
534 S.W. Third Avenue
Portland, Oregon 97204

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CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS AND PLANNERS
1600 WESTERN AVENUE • CORVALLIS, OREGON 97330
TELEPHONE: AREA CODE 503/752-4271
OTHER OFFICES IN: SEATTLE • BOISE • PORTLAND

4 November 1966

Record No. C4390.0

Copy to Dan Dill 11-7-66

Oregon State Highway Department
1146 Court Street
Salem, Oregon

Attention: Mr. Tom Edwards
Asst. State Highway Engineer

For engineering services through 25 October 1966 in connection with repair of Bullard bridge study.

Professional fee, payroll costs and overhead:		
Engineer	$852.98	
Technician	25.00	
Office	13.20	
Expense:		
Transportation	$ 39.80	
Hotel and Meals	3.75	
Print-Bind-Multilith	16.46	
Postage and Miscellaneous	10.89	
AMOUNT DUE		$962.08

I, Dale L. King, hereby certify that I have knowledge of above described claim; that said claim is true and correct; that the amount specified therein is due from the State of Oregon as stated, and that no part thereof has been heretofore paid.

4 November 1966 — Date
Dale L. King — Signature
Project Engineer — Title

me
Approved 11/7/66
[illegible] State Hwy. Engr.
[illegible]

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RECEIVED
NOV 1 1967

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NOV [illegible] 1966
F[illegible]

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
628 PITTOCK BLOCK
PORTLAND, OREGON 97205

7901-200
6452

NPPND-WM-P
~~1507-24~~ (Coquille R.-Piling)-7. 31 October 1966

PUBLIC NOTICE 66-124

The Oregon State Highway Department, Salem, Oregon 97310, has applied for a permit to drive 8-10 pile and 8-19 pile dolphins at the upstream and downstream approaches to the Bullards Bridge across the Coquille River, 3.5 miles above the mouth, as shown by the drawing on the reverse side of this notice. Purpose of the dolphins is to protect the bridge piers from incoming and outgoing vessels.

Additional information concerning the work may be obtained from Mr. Tom Edwards, Assistant State Highway Engineer, at the above address, telephone Salem 364-2171, Ext. 1071.

Interested parties are requested to submit in writing any comments or objections they may have to the proposed work.

The determination as to whether a permit will be issued must rest primarily upon the effect of the proposed work on navigation. However, other pertinent factors, including fish and wildlife conservation aspects, will be accepted and made a part of the record and will be considered in determining whether it would be in the best public interest to grant a permit.

Replies to this notice should be mailed to reach this office not later than 1 December 1966 to insure consideration.

George E. Hyde
GEORGE E. HYDE
Chief, Navigation Division

NOTED
TOM EDWARDS

RECEIVED
NOV 2 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 2 - 1966
OREGON
STATE HIGHWAY COMMISSION

LEGEND

"A" 10-PILE DOLPHIN
"B" 19-PILE DOLPHIN

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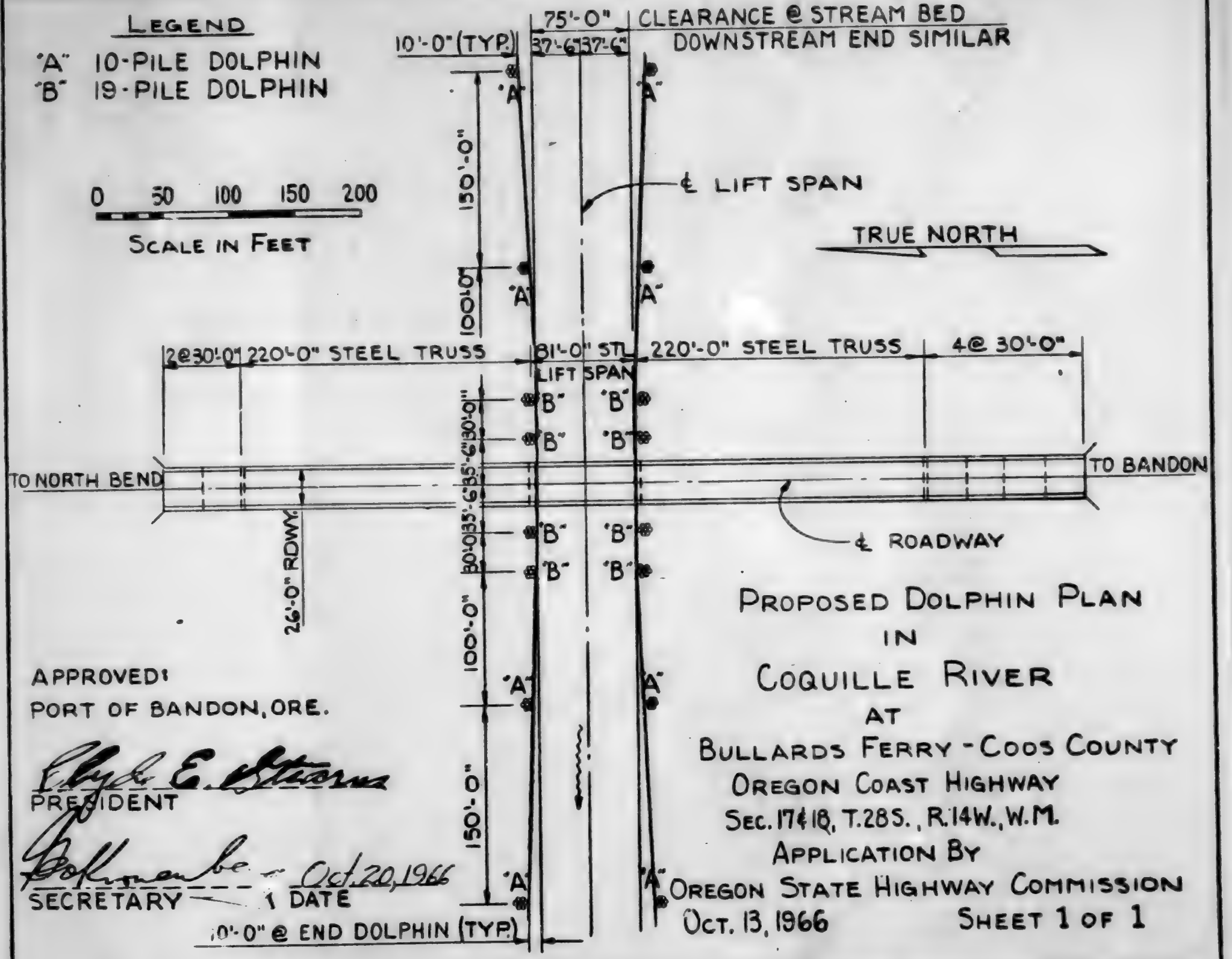
SCALE IN FEET



APPROVED:
PORT OF BANDON, ORE.

Floyd E. Storms
PRESIDENT

[illegible] Oct. 20, 1966
SECRETARY DATE

PROPOSED DOLPHIN PLAN IN COQUILLE RIVER AT BULLARDS FERRY - COOS COUNTY OREGON COAST HIGHWAY

SEC. 17 & 18, T. 28 S., R. 14 W., W.M.

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

OCT. 13, 1966 SHEET 1 OF 1

RECEIVED
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5084

October 27, 1966

Mr. Dale L. King
Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon 97330

Re: Bullards Bridge over
Coquille River
Bridge No. 7020D

Dear Mr. King:

The 12 copies of your report on the damaged pier of the Bullards Bridge have been received by the Highway Department.

It is noted that you have concurred in our method of supporting the trusses and the lift span during the period in which repairs are being made. Also, your recommendations for the permanent repair of this structure follow very closely the State's thoughts in this matter.

It is noted that you believe it necessary to de-water the downstream shaft of Pier No. 3 for possible damage during the collision. The State does not believe this necessary but, in lieu of your suggestion, proposes to excavate to the top of the sill and make a very minute examination by divers.

Thank you for your prompt attention to this matter and as soon as your bill for professional services is received, it will be promptly taken care of.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
C. H. Maison
Ivan Merchant

IDM:mb ja

OREGON STATE HIGHWAY DEPARTMENT

SALEM, OREGON

ENGINEERING REPORT

OF AN

INVESTIGATION OF DAMAGE

TO PIER NO. 3

BULLARDS BRIDGE

COQUILLE RIVER NEAR

BANDON, OREGON

Cornell, Howland, Hayes & Merryfield
Engineers and Planners
Corvallis, Oregon

October 1966

INVESTIGATION OF DAMAGE TO PIER NO. 3 BULLARDS BRIDGE COQUILLE RIVER NEAR BANDON, OREGON

I. AUTHORIZATION

The investigation reported herein was authorized by Mr. Tom Edwards, Assistant Highway Engineer, on 12 October 1966.

II. SCOPE

This investigation covers structural damage to Pier No. 3 at Bullards Bridge on the Coquille River near Bandon, Oregon, which resulted from a barge striking the pier. A method of repair has been developed and the costs have been estimated. A plan to protect the pier against future accidents of the same kind has been developed and the cost of this protection has been estimated. The investigation includes a review of the reports made by Highway Department personnel who were at the bridge at the time of the accident or shortly after, a visual inspection of the above-water damage, and a review of drawings for temporary repairs to the bridge.

III. BACKGROUND

A. Cause. On 4 October 1966, at approximately 3:35 p.m. a barge being towed through the lift span struck the east column of Pier No. 3 breaking the column approximately 3 feet below the cap. The circumstances concerning this accident have been reported in detail by Highway Department personnel.

B. Inspections. Inspections of the damage above water was made by Highway Department personnel shortly after the accident occurred. Underwater inspection of the damaged column and column footing was made by two divers on

5 October 1966. It was determined that the column footing had been severely cracked and tha. failure had occurred at the connection between the column and the column footing. A detailed report of the underwater investigation has been prepared by Mr. John Quiner II, Assistant Division Engineer, one of the divers.

C. Temporary Repair Work. Temporary repairs to replace the bridge in service were begun as soon as materials could be delivered to the site. Steel H-piles were driven on the upstream (east) side of the damaged pier and a steel H-pile frame was constructed on the footing for the west column of the pier. The southeast corner of the lift span has been supported by two 30-inch deep wide-flange beams set on the H-pile frames. The northeast corner of the truss span is supported by two hydraulic jacks on two needle beams between the H-pile frames. The needle beams consist of 30- and 36-inch deep wide-flange beams welded together to act compositely. Because the temporary support for the truss had to be located under the lower cord, approximately 6 feet from the original support, it was necessary to provide a temporary end post to carry this reaction into the truss frame. Sketches A, B, and C, prepared by the Bridge Department, show the details of the temporary repairs.

IV. INVESTIGATION

A. Superstructure. Reports made by Highway Department personnel after the accident indicate that the members in the south tower were racked out of plumb and appeared to be bent. A visual inspection made on 13 October, after the truss had been jacked back into its original position, revealed that no permanent damage had occurred to the trucs or the tower members. The distortion noted in the earlier inspections was due to settlement of the northeast corner of the south truss span.

B. Pier. Inspection of Pier No. 3 on 13 October 1966 revealed considerable damage. The upper three feet of the east column had been completely fractured. The only attachment between the upper and lower portions of the column is the distorted vertical column reinforcing. The lower portion of the column was displaced horizontally approximately one foot to the south. The horizontal hoops (No. 4 reinforcing steel) in the column have been broken. The web wall and pier cap were both severely cracked. A vertical crack was apparent at the junction between the web wall and the west column. Sufficient damage has been done to the east column, the web wall, and pier cap to make patch type repairs infeasible.

C. Pier Footing and Seal. An inspection of the underwater damage to Pier No. 3 has not been performed by the writers. The inspection made by John Quiner II of the Highway Department was discussed with him and his written report reviewed. It is felt that further underwater inspections at this time would not change the decision which can be reached with the available information. Mr. Quiner's report indicates sufficient damage to the east column footing to require removal and replacement. The west footing of Pier No. 3 was partially covered with sand. The divers were not able to remove enough sand to thoroughly inspect the footing although the areas which could be observed did not show signs of damage. This footing should be carefully inspected before the bridge is returned to service. Dewatering and uncovering this footing can be accomplished as part of the repair contract.

Both footings and portions of the seals on Pier No. 2 were visible and could be inspected by the divers. Because there is no apparent above-water damage to Pier No. 2 and no apparent damage to the footings or seals, further underwater investigation of this pier is not considered necessary.

D: Temporary Repairs. The temporary repair work was virtually complete and the bridge had been opened to traffic the evening of 12 October. This work was inspected on 13 October 1966. Workmanship on the repairs appeared to be good. Excessive deflections, movement, or vibration in the temporary supports could not be detected as traffic passed over the bridge. Signs had been posted limiting the speed on the bridge to 30 mph. The sketches prepared for construction of the temporary repairs were reviewed and the major framing members analyzed for the vertical bridge loads and found to be adequate.

V. RECOMMENDATIONS

A. Repair of Pier. It is recommended that Pier No. 3 be repaired by removal and replacement of the east column, column footing, web wall, and pier cap. It is further recommended that sheet pile cofferdams be driven around each footing and dewatered. A detailed inspection can then be made of the west footing and the east footing and column can be placed in the dry. This will necessitate removal of sand from around the existing footings and seals and placing additional tremie concrete around each existing seal. New seal concrete should extend approximately 3 feet below and back under the edge of the existing concrete seal. If inspection of the west column footing reveals damage, the repair can be made under the basic repair contract by force account. The pier cap should be removed to the edge of the west column. The steel extending into the existing cap should be protected for embedment in the new cap. Horizontal steel in the web wall should be protected where it extends from the west pier and cut off to lap with new steel in the wall. Details of reconstruction should be essentially the same as shown on the original contract drawings.

B. Pier Protection. The piers should be protected against further such accidents. A fendering system can be constructed on the piers to absorb a portion of the energy from impact of vessels striking the pier. However, the fendering system which offers the greatest degree of protection also requires the greatest amount of room within the already narrow waterway. In this case, it appears that the best protection can be gained by providing a fendering system on the piers which will protect them against minor collisions and scraping and by providing breasting dolphins along the approach channel to properly align the vessel before it enters the lift span opening. This can be accomplished by locating three 10-pile dolphins with fendering on each side of the channel on both the upstream and downstream sides of the bridge. It is recommended that Piers No. 2 and No. 3 be protected by installing the fendering and dolphin system as shown on the attached Figure 1. This system should offer protection for empty barges up to the size of the J. Whitney when entering the channel at speeds up to approximately 3.5 knots and striking a dolphin at an angle of 10 degrees.

Equal protection against loaded barges would be prohibitive in cost. It is believed that barges traveling downstream at this site are subject to more precise control and are easier to align with the channel as they move through the bridge opening. Barges moving downstream are less affected by winds because of protection offered by the mill and the bridge approaches. Loaded barges should be required to travel at dead slow speed through the bridge opening.

VI. ESTIMATED COST

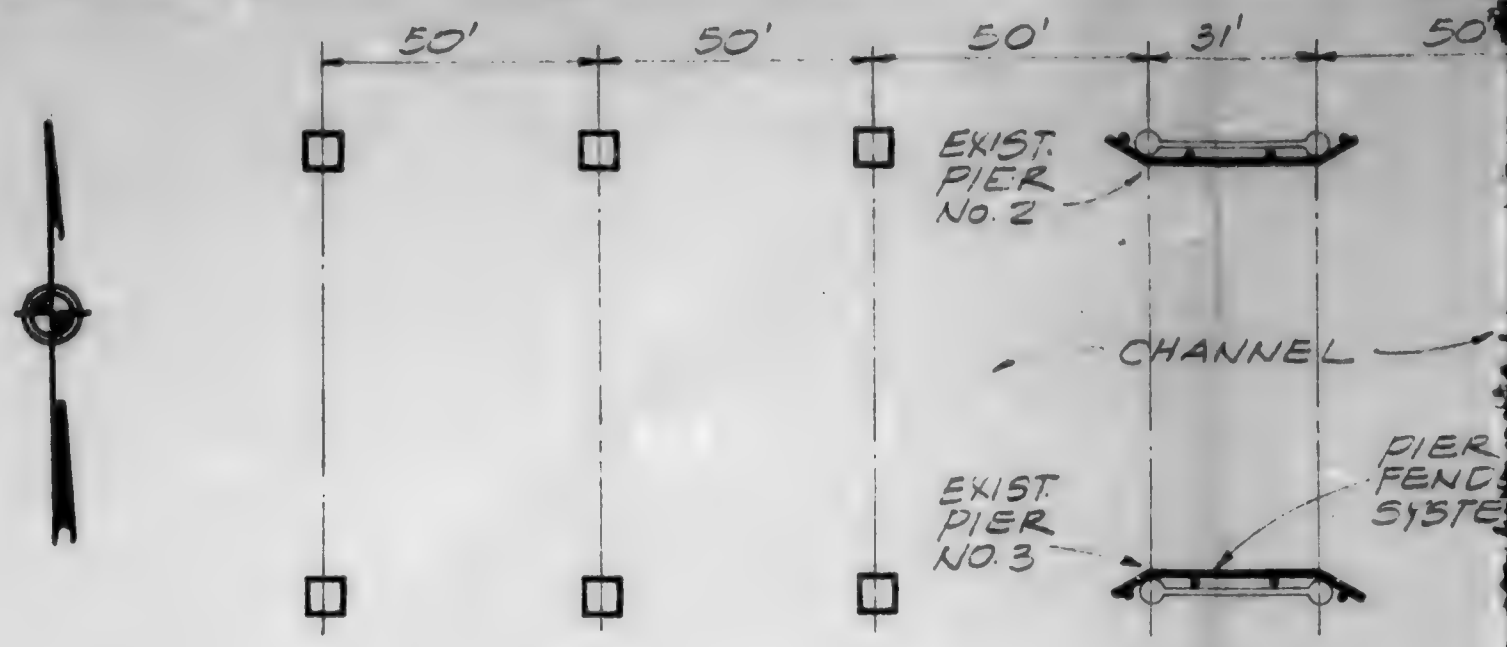
A. Pier Repair. The estimated cost for repair of Pier No. 3 is $227,500. A breakdown of these costs is tabulated on the attached Table 1. Costs are based on all work being accomplished by private contractors. Costs include the construction of sheet pile cofferdams around each column footing, excavation of sand, pouring tremie concrete seals, and dewatering. Inspection of the west pier footing will be accomplished by Highway Department personnel. The cost estimate assumes that no repair work will be required on the west column or column footing. The existing concrete in the pier cap, web wall, east column, and east column footing will be removed from the site and disposed of by the contractor. The pier will be reconstructed in accordance with the original contract specifications and drawings. The temporary shoring and end post will be removed by the contractor and stockpiled at the nearest dock for disposal by the State. The estimate assumes that the bridge will reamin open to one-way traffic during the construction period. The estimate includes 10 percent contingencies but no allowance for engineering.

B. Pier Protection. The estimated construction cost for the dolphins and fendering system shown on the attached Figure 1 is $65,000. Costs are based on treated timber piles with untreated fenders in the dolphins, and treated timber lagging on the piers. The estimate assumes that the pier protection will be accomplished under the same contract as the pier repair.

TABLE 1

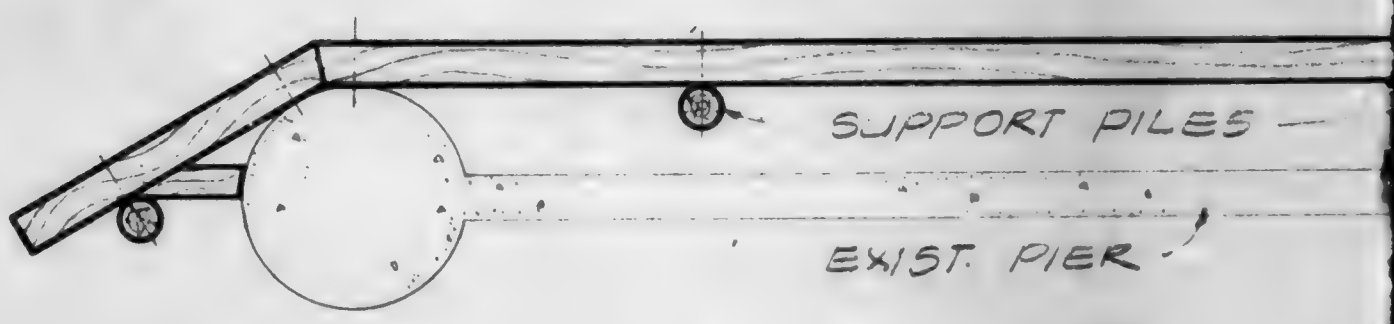
ESTIMATED COST FOR
REPAIR OF PIER NO. 3
BULLARDS BRIDGE

Item	Cost
1. Cofferdams (two cells)	$ 90,000
2. Pump sand from cofferdams	5,000
3. Tremie concrete seals	7,500
4. Remove existing damaged concrete	25,000
5. Place new concrete	17,500
6. Remove temporary repair work	6,800
7. Remove cofferdams	20,000
8. Mobilization and demobilization	35,000
Subtotal	$206,800
10 percent contingencies	20,700
TOTAL	$227,500



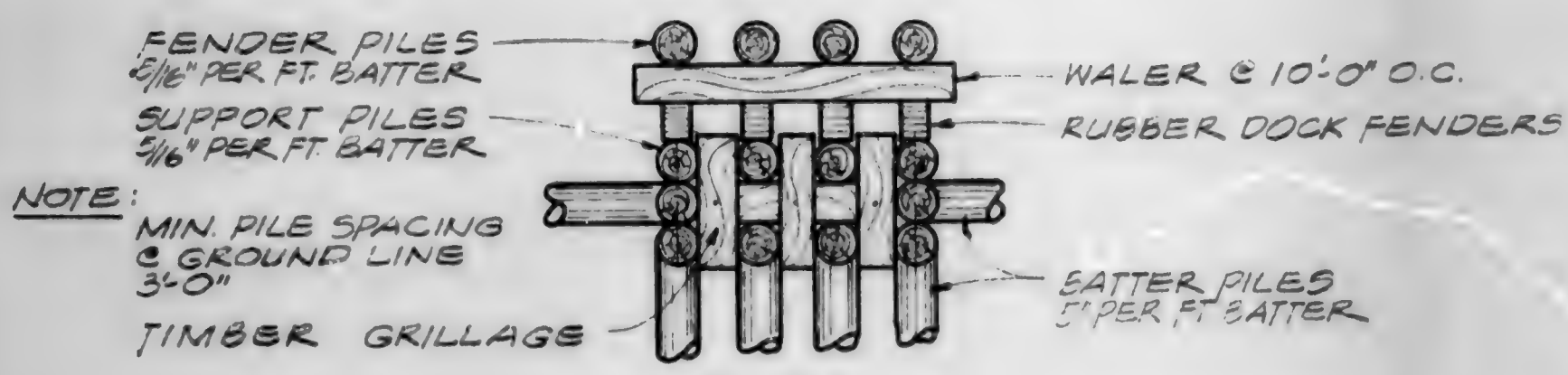
PLAN
1" = 40'

CHANNEL SIDE



PIER FENDER SYS
1" = 5'

CHANNEL SIDE

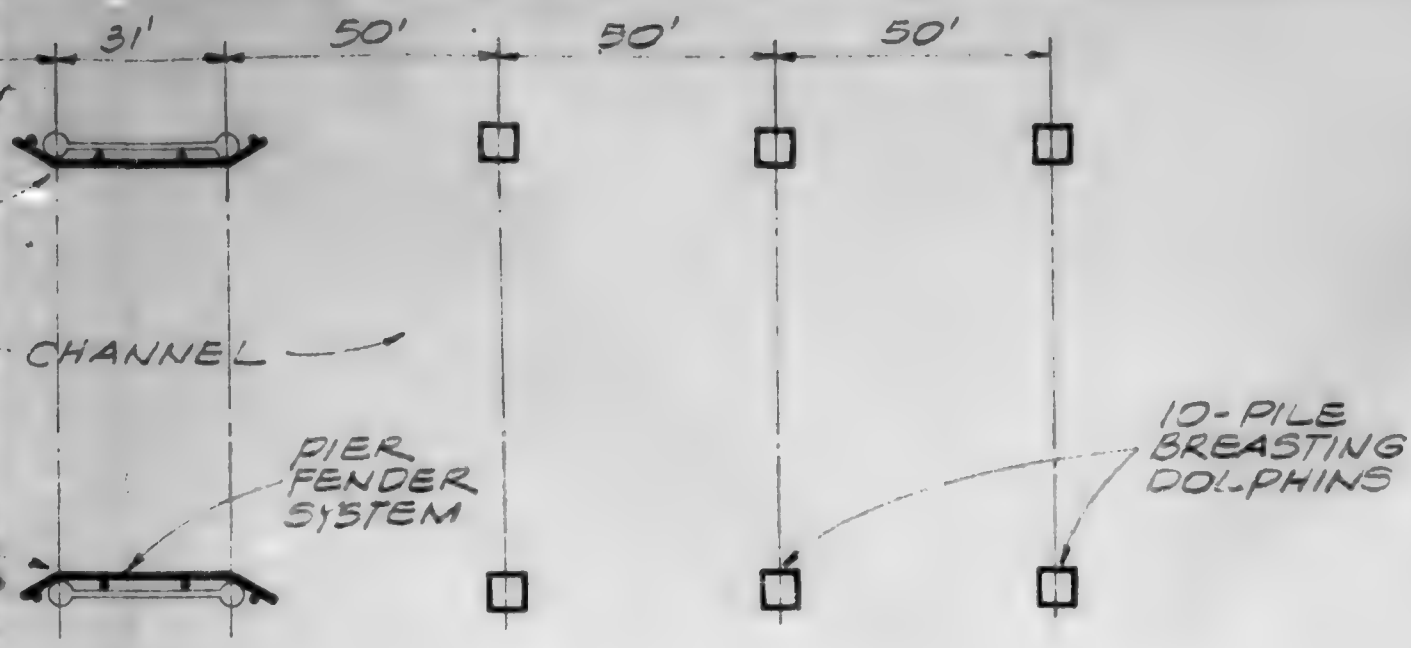

FENDER PILES 3/16" PER FT. BATTER
SUPPORT PILES 5/16" PER FT. BATTER
NOTE:
MIN. PILE SPACING @ GROUND LINE 3'-0"
TIMBER GRILLAGE
WALER @ 10'-0" O.C.
RUBBER DOCK FENDERS
BATTER PILES 5" PER FT. BATTER

PLAN

10- PILE BREASTING DOLPHIN

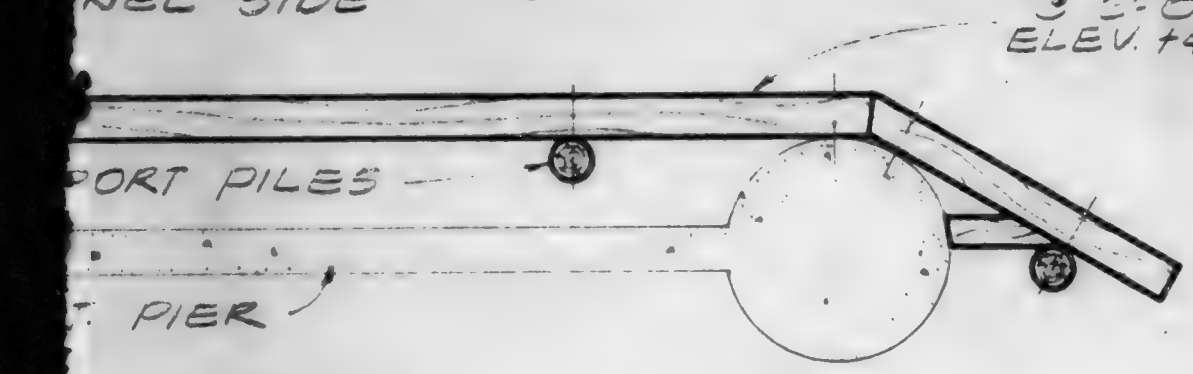
1" = 5'

C4390.0



PLAN
1" = 40'

NEL SIDE



NDER SYSTEM
1" = 5'

0'-0" O.C.
CK FENDERS

ES
TER

V

FIGURE 1
BULLARDS BRIDGE
COQUILLE RIVER
PROPOSED
PIER PROTECTION

CORNELL, HOWLAND, HAYES & MERRYFIELD
SEATTLE PORTLAND CORVALLIS BOISE
CH2M

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OCT 28 1966
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October 27, 1966

District Engineer
Corps of Engineers
628 Pittock Block
Portland 5, Oregon

Re: Bullards Bridge over
Coquille River
Bridge No. 7020D
Pier Protection

Dear Sir:

Application is hereby made by the State Highway Department of the State of Oregon at Salem, Oregon for approval by the Chief of Engineers and the Secretary of the Army of plans for pier protection dolphins to be constructed at the Bullards Bridge across the Coquille River, 3.5 miles above the mouth as shown on the attached plans.

This application is to amend an application approved February 2, 1951, and known as NPP 500.5 (Coquille River - Bridge) No. 1, permitting construction of a bridge across the Coquille River.

An original tracing and four prints of the proposed dolphin installation are enclosed. These drawings have been approved by the Port of Bandon and navigation interests. Will you please expedite the approval of the drawings permitting this installation.

On October 4, 1966 a large ocean-going barge damaged the upstream pier shaft and web wall of the southerly channel pier. The State proposes to award a contract on November 18 for the permanent repair of the damaged pier. As a temporary measure and to reopen the bridge to traffic, repairs were made which, at the present time, restrict the horizontal clearance through the lift span to 74 feet. Contract specifications will

provide that during the construction period, horizontal clearance through the lift span will be restricted to 60 feet measured from the north edge of the lift span channel and with the further provision that the contractor must remove all construction equipment to provide this 60-foot channel opening upon notice by the State. As you are aware, this bridge is on 24-hour notice to navigation for opening. Upon completion of the permanent repairs, clearance on the structure will be the same as indicated on the War Department permit approved February 2, 1951.

On November 18 or at such time as the State is able to award a contract, public notices will be given in the local papers to all navigation interests and the Coast Guard regarding the restriction of clearance during the construction operations. The contract will provide that all work under this contract must be completed in 135 workdays, which will complete the permanent repairs approximately April 15, 1967.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Enc. (5)

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
Ivan Merchant

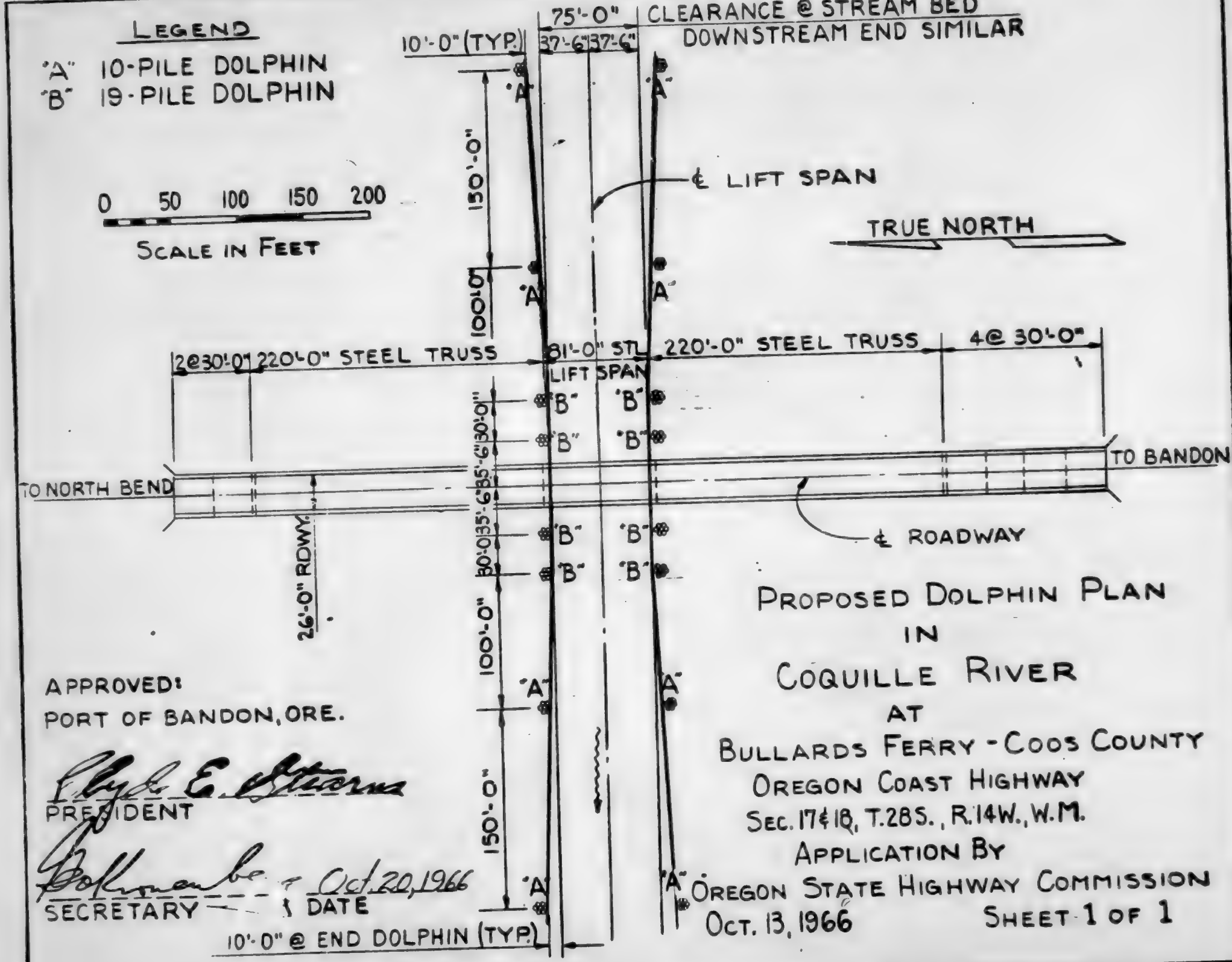
IDM:mb ja

Record file

LEGEND

"A" 10-PILE DOLPHIN
"B" 19-PILE DOLPHIN

0 50 100 150 200
SCALE IN FEET



APPROVED:
PORT OF BANDON, ORE.

Clyde E. Stearns
PRESIDENT

Bellmanbe
SECRETARY

Oct. 20, 1966
DATE

PROPOSED DOLPHIN PLAN IN COQUILLE RIVER AT BULLARDS FERRY - COOS COUNTY OREGON COAST HIGHWAY

SEC. 17 & 18, T. 28 S., R. 14 W., W.M.

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION

OCT. 13, 1966

SHEET 1 OF 1

FORM S-123

RECEIVED
DEC 23 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

Morgan
Tucker
Bond
Barbee
Walker
Glenn
Swan

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DEC 1966
CONSTRUCTION
DIVISION

Pate
Murdock
Trout
Litchfield

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FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Research
Engineering
Water Res.
Info-Ed.
Surname

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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 26, 1966

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Dear Sir:

Enclosed are plan title sheets on projects scheduled for contract letting. Would you please give these your special attention and recommendations as soon as possible.

Kelley says it have some his silvers.

→ Butner Road-Jenkins Road Section, FAS 630, Washington County.

Coquille River (Bullard Bridge) Section, Oregon Coast Highway, Coos County

Gardner says rolferdam to be built round pier for rebuilding it. work to start immediately

This data is forwarded to comply with Modification No. 1 dated May 19, 1965 of our Memorandum of Understanding dated September 12, 1963.

Very truly yours,

12-16-66 Copies to Klabon Young Hall (2) Roake Morrison Fuller (2) Chandler (2) SP

Forrest Cooper
State Highway Engineer

By
F. D. Morgan
Construction Engineer

S.N.R. 12-13-66
Enc.

RECEIVED
DEC
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Mr. Morgan,

A review of the above titled projects indicates no apparent conflicts with the fishery resources thus the jobs are approved.

BURT CARNEGIE
Hydraulic Engr.

cc: OGC

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OCT 25 1966

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October 24, 1966

Oregon State Highway Commission

Gentlemen:

On this date, Chairman Jackson gave his approval for making temporary and permanent repairs on Bullards Bridge on Highway 101 in Coos County in the amount of $250,000. This bridge was damaged by a barge on October 4.

This matter will be on the agenda for confirmation on November 22.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fm

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
E. S. Hunter
C. H. Maison
L. H. Young
L. R. Chandler

RECEIVED
OCT 24 1966

FORM E-90 50M 10-65 SP*23401-734

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 21, 1966

SUBJECT:

To: MEMO TO FILE

It has been called to my attention by R. L. Porter that the cost of repairs on the Bullards Bridge on Highway 101 in Coos County will be in the vicinity of $250,000.

Approval for this amount and authorization to proceed with the repairs will be discussed with members of the Highway Commission on October 22.

Forrest Cooper
State Highway Engineer

FC:fn

cc Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
Ivan Merchant
E. S. Hunter
C. H. Maison
L. R. Chandler

FORM S-123X 50M 4-62

RECEIVED
OCT 25 1966
FOR FILING

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7141 200

6452

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 10, 1966

Honorable Robert Y. Thornton
Attorney General
Department of Justice
Supreme Court Building
Salem, Oregon

Re: Request for Employment of
Special Counsel

Dear Mr. Thornton:

On October 3, 1966, a large sea-going barge was being maneuvered up the Coquille River through the Bullard's Bridge which carries the Oregon Coast Highway over the river at this point. During the maneuver the barge struck the piers on one side of the lift span, damaging the same to such an extent as to cause the bridge to be closed to both river and highway traffic, pending repairs. Although temporary repairs have been completed, again opening the bridge to traffic, the permanent repairs are still to be accomplished. Estimated cost of repair is $240,000.00.

The barge was owned by parties in California; was proceeding to a dock upstream of the bridge to load lumber for a California concern, and had been towed to the mouth of the river by an ocean-going tug also owned by California interests, none of whom were registered to do business or be served in Oregon. At the mouth of the river the barge was transferred to another tug of shallower draft owned by an Oregon concern. The latter tug was in actual control at the time of collision, however, the master of the ocean-going tug was aboard and apparently in command.

As indicated from the above synopsis of the facts, the law determining the responsibility for the accident is to be found in the field of "admiralty law" rather than in the civil or common law. There was no approach made by any of the parties to the incident looking towards reimbursement of the state for these damages. In fact there appeared to be an effort by each party to shift the responsibility to the other.

NOTED
R. L PORTER

NOTED
FORREST COOPER

The need for prompt action was apparent, if security for the damages was to be obtained, by libeling the ships involved before they might leave the jurisdiction of this state.

By nature of our work being limited primarily to highway business, our staff has no background of experience in admiralty law, which is, indeed, a specialty in itself, nor any time to study and become familiar with its aspects.

With this in mind the undersigned sought and obtained the approval of the Highway Commission to employ as a consultant an attorney with a background of experience and specialty in the field. Mr. William White of White, Sutherland & Gilbertson, in Portland, is such a person and he has been consulted and his advice and service has been obtained. In the interest of providing full and proper legal representation in this case, request is made on behalf of the Commission that Mr. White be employed as a special counsel to consult, advise and, if necessary, assist in the trial of the case which has been filed in the Federal District Court of Oregon against the tug Go-Getter, et al, to recover the damages to the above-mentioned bridge.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:ks;hg

cc - Mr. Glenn Jackson
Mr. Kenneth Fridley
Mr. David Simpson
Mr. Forrest Cooper

RECEIVED
OCT 21 1966
OFFICE
STATE HIGHWAY ENGINEER

RECEIVED
OCT 21 1966
COMMISSIONERS

GLENN E. JACKSON, CHAIRMAN, MEDFORD
KENNETH N. FRIDLEY, MEMBER WASCO
DAVID B. SIMPSON, MEMBER PORTLAND
FLOYD QUERY, SECRETARY SALEM

7961-200
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STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 19, 1966

Colonel William J. Talbott
District Engineer
Corps of Engineers
628 Pittock Block
Portland, Oregon 97205

Attention: Mr. George E. Hyde, Chief, Navigation Branch

Dear Mr. Hyde:

On October 4, 1966, at approximately 4:00 PM, a tug and barge struck the south pier of the lift span of Bullards Bridge which is US Highway 101 crossing of the Coquille River approximately five miles north of Bandon. Emergency repairs have been made by the Highway Department and highway and river traffic have been restored.

This letter is for the purpose of officially notifying you that the channel clearance has been reduced from 75 feet to 74 feet. The emergency repairs were made in compliance with the attached plans.

It is expected that permanent repairs will be under way within the next 30 days. This work will be handled by contract and will involve removal of parts of the damaged pier. This removal will require a cofferdam and will by necessity restrict the channel opening to an undetermined extremely narrow width.

You will be advised at the time the permanent repair work is begun.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

By ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

ESH:aj
Enclosure
cc: Tom Edwards
I. D. Merchant
G. E. Rohde

NOTED
TOM EDWARDS

FORM E-123X SOM 3-63

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

FLOYD QUERY, SECRETARY
SALEM

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 10

October 19, 1966

Victor Koll, Commander
U.S. Coast Guard
Chief Aide to Navigation Branch
13th Coast Guard District
616 Second Avenue
Seattle, Washington 98104

Dear Commander Koll:

On October 4, 1966, at approximately 4:00 PM, a tug and barge struck the south pier of the lift span of Bullards Bridge which is US Highway 101 crossing of the Coquille River approximately five miles north of Bandon. Emergency repairs have been made by the Highway Department and highway and river traffic have been restored.

This letter is for the purpose of officially notifying you that the channel clearance has been reduced from 75 feet to 74 feet. The emergency repairs were made in compliance with the attached plans.

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You will be advised at the time the permanent repair work is begun.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

ESH:aj
Enclosure
cc: Tom Edwards
I. D. Merchant
G. E. Rohde

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OCT 18 1966
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

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6412

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 17, 1966

Cornell, Howland, Hayes & Merryfield
1600 Western Avenue
Corvallis, Oregon 97330

Attention: Dale L. King

Dear Mr. King:

Thank you for your confirmation letter regarding the condition of the Bullards Bridge lift towers.

I have not received a written report from Harold Sesten as of this date. I believe that Mr. Quiner's report was to handle the situation for both divers.

Attached is one set of the pictures taken by Mr. Kinney on October 13, 1966. If additional prints are needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY E. S. HUNTER

E. S. Hunter
Maintenance Engineer

ESH:ib

Enclosure

bc: G. E Rohde
Tom Edwards

RECEIVED
OCT 19 1966
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

CORNELL, HOWLAND, HAYES & MERRYFIELD
ENGINEERS AND PLANNERS
1600 WESTERN AVENUE • CORVALLIS, OREGON 97330
TELEPHONE: AREA CODE 503/752-4271
OTHER OFFICES IN: SEATTLE • BOISE • PORTLAND

14 October 1966

Record No. C4390.0

Mr. E. S. Hunter
Maintenance Engineer
Oregon State Highway Dept.
414 State Highway Bldg.
Salem, Oregon

Dear Mr. Hunter: Bullards Bridge - Coquille River

This will confirm our telephone conversation of today in which I advised you that, in my opinion, it is now safe to raise the lift span.

Visual inspections were made yesterday, 13 October 1966, of both the above water damage to pier No. 3 and the temporary repair work. Mr. Hughlett and Mr. Everton showed me around the site and explained the work which had been accomplished. There was no apparent distortion or misalignment in the towers after the truss span had been jacked back into position.

I stopped in Roseburg where I discussed the underwater inspection with John Quiner II. I have a copy of John's report and would appreciate receiving a copy of Harold Seaton's report.

I would also like a copy of the pictures taken by Mr. Kinney on 13 October, when available.

Very truly yours,

CORNELL, HOWLAND, HAYES & MERRYFIELD

Dale L. King

DLK/le

NOTED
TOM EDWARDS

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OCT 17 1966

FOR FILING

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.LRM

RSB COQ PMT LRW MCE 40 10-13-66 3.04

L R CHANDLER
JOHN QUINER
J B BOYD
CARL WILLIAMS
ELDON EVERTON
GEORGE BAKER

INFO COPY TO TOM EDWARDS AND GEORGE ROHDE

THIS IS TO ADVISE THAT THE BULLARDS BRIDGE LIFT SPAN IS NOT TO BE OPENED UNDER ANY CIRCUMSTANCES UNTIL INSTRUCTIONS ARE RECEIVED FROM A MEM BER XX MEMBER OF THE FRONT OFFICE OR MYSELF. THAT INSTRUCTION WILL BE GIVEN TO THE DIVISION OFFICE.

BE SURE ALL BRIDGE TENDERS ARE ADVISED.

E S HUNTER

JE

NOTED
TOM EDWARDS

4.11.03.34.

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OCT 14 1966

FOR FILING

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OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 12, 1966

SUBJECT:

To: MEMO TO THE FILE

As of this date the firm of Cornell, Howland, Hayes and Merryfield has been employed on a per diem basis to make an inspection (a) of the adequacy of temporary repairs and (b) a study and recommendation for a permanent rehabilitation plan for the portions of Bullards Bridge which were damaged by the barge "J. Whitney" towed by the tug "Go Getter".

The structure is temporarily repaired as of this date and reopened to traffic. However, the reports indicate there may have been some bending or overstressing of the tower steel at the lift span. This span is not to be opened until a report is issued by Cornell, Howland, Hayes and Merryfield and if corrections are recommended in that report they shall be made prior to opening, if the report so recommends.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
E. S. Hunter
Ivan Merchant
C. H. Maison
L. R. Chandler
George Baker

R L. Porter

FORM H-1232 80M 7-66

RECEIVED
OCT 11 1966

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

7961-200

672

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

October 10, 1966

Oliver J. Olson & Co.
506 N. Broadway
Coos Bay, Oregon

Sause Bros. Ocean Towing Co.
Fitzpatrick Building
Coos Bay, Oregon

Re: Our File CAO-66-393
Accident: 10/4/66
Bullards Bridge

Gentlemen:

On October 4, 1966, at approximately 3:35 p.m., the barge "J. Whitney of San Francisco", owned by Oliver J. Olson & Co., struck and heavily damaged the Bullards Bridge structure over the Coquille River at Mile Post 259.65 of the Oregon Coast State Highway #9. Also involved in this accident was the tug boat "Go Getter" which is apparently owned and operated by Sause Bros. Ocean Towing Company.

The purpose of this letter is to advise you that when the full extent of the damages has been determined, the State Highway Department will present a claim to you for the full cost of repairs. It will therefore be appreciated if you will refer this matter to your respective insurance carriers for their further attention. It will also be appreciated if you will advise us of the full names and addresses of your insurers.

Yours very truly,

G. E. ROHDE
Chief Counsel

By

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
cc: R. L. Porter ✓
Tom Edwards
Ed Hunter
G. E. Rohde

RECEIVED
OCT 11 1966
OFFICE OF
STATE HIGHWAY

NOTED
R L PORTER

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OCT 13 1966
FOR FILING

7961-200

6752

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
October 7, 1966

To: E. S. Hunter
Maintenance Supt.
Salem, Oregon

SUBJECT: Collision
Barge-Bullards Bridge
Oregon Coast Highway

I am transmitting the following listed information on the Bullards Bridge structure damage.

1. A Memo To Files written by myself.
2. Sketch of details
3. Handwritten statement prepared by Frank Sijota, Drawbridge Supt. Typed copy of this statement will be submitted as soon as it is available.

This completes the information readily available at the scene.

J. B. Boyd
Ass't. Division Engineer

JBB:bb
cc: Geo. Rohde
E. S. Hunter
Geo C Baker
Eldon Everton

TOM EDWARDS

NOTED
TOM EDWARDS

NOTED
R. L PORTER

RECEIVED
OCT 11 1966
STATE HIGHWAY ENG.

RECEIVED
OCT 10 1966
MAINTENANCE ENGINEER

FORM S-20 SOH 12-65 SP*25401-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Coquille, Oregon
October 7, 1966

To: MEMO TO FILES

SUBJECT: COLLISION
BARGE-BULLARDS BRIDGE
Oregon Coast Highway

On Tuesday, October 4, 1966 I was traveling north on Highway 101 approximately 30 minutes south of Bandon, Oregon and heard a radio report indicating a traffic problem at Bullards Bridge. I was in the company of Ed Holland and Wayne Oberding, Resident Engineers, and George Thornton, Resident Bridge Engineer. On hearing the report I indicated I would proceed immediately to the site. At approximately 4:45 P.M. I arrived at Bullards Bridge and made preliminary investigation of the damage and was advised of the particulars of the accident. They are as follows:

About 3:35 P.M. on this date the barge J. Whitney of San Francisco being towed by the tug "Go Getter" of Portland struck the south pier (Pier #3) of the above subject structure.

According to Mr. Frank Sijota, Bridge (drawbridge) Supt. who was on duty said that the J. Oliver Olson Company, owner of barge J. Whitney had notified the operator at the South Slough gatehouse at 10:30 A.M. of the need for opening the Bullards Bridge to allow passage of the barge at 4:00 P.M. Mr. Sijota reports that as the barge approached the day was overcast, visibility was good, tide was running out, high tide having been about two hours earlier. The wind was blowing from the south, approximately 15 MPH. Mr. Sijota reported that he closed the bridge to highway traffic at 3:30 p.m. The barge was rigged approximately as indicated on the sketch which is attached, and it began to pass through the opening. It is believed by Mr. Sijota that the speed of the barge appeared to be greater than previous trips. The barge began rubbing the downstream corner of the north pier (Pier #2), and was moved out of it's course in that the stern moved northerly causing the starboard corner of the barge to strike the upstream corner of the south pier (Pier #3). The time of this accident was about 3:35 p.m. Mr. Sijota saw that the damage was considerable, but in the ensuing moments decided to lower the span. He lowered the span slowly to it's seat. He immediately notified the Coquille office of the traffic blockage from the Park office, and Paul Simpson, DMO took the steps necessary to detour traffic.

Upon arriving at the bridge I made an inspection of the damage and this inspection indicated the inadvisibility of using the span without a thorough inspection. Mr. Horton Hughlett, State Bridge Supt. was notified of my decision at 5:10 p.m. and he was informed of the general nature of the damage. Mr. Ivan Merchant, Bridge Engineer was also informed of the general problem at 6:00 p.m. and Mr. E.S. Hunter, Maintenance Engineer was informed at 7:15 p.m.

Traffic signs, barriers and lights with attendant flagmen were placed at the north junction of highway 42 and 101, and at the south junction in Bandon to assist the traveling public in the detour operation that was necessary. Publicity was begun by Mr. Simpson by notifying the television station KCBY Coos Bay, and radio station KWRO in Coquille. The local radio stations, Port authorities, and Mr. Ken Rogge operator of the mill for which the barge J. Whitney was bound were informed later in

the afternoon by the writer of the closing of the span until repairs could be accomplished.

Tabulated as follows is data pertinent to this accident.

TUG "Go Getter"

Owner Sause Bros. Ocean Towing Co.
Fitzpatrick Bldg.
Coos Bay, Oregon
Phone 267-7038
Office Manager, Portland--Bob Hammel
Phone Cap 7-1471

Surety Salvage Assn. (London)
Representative--Leslie Meek, Ship Surveyor
302 World Trade Bldg
Portland, Oregon
Phone 223-8778

Attorney Richard Davis
4th Floor Loyalty Bldg.
Portland, Oregon
Phone 226-1191

Captain John Davis---Address Unknown

BARGE J. Whitney of San Francisco

Owner Oliver J. Olson & Co.
506 N. Broadway
Coos Bay, Oregon
Phone 267-4166

Local Mgr---Tom Miller
Address Unknown

Captain Charles May---Address Unknown

Surety U.S. Salvage
Local Representative--Gene Wood,
Marine Surveyor
Coos Bay, Oregon

WITNESSES Frank Sijota, Ore State Hwy Dept Bridge Supt (drawbridge)
1063 Laurel (operator)
Reedsport, Oregon
Phone 271-3218

Warren Smith (Motorist on N. span at time of accident)
Bates Road, Rte 1, Box 48
Bandon, Oregon

Field contacts were made the following day with the following listed people: Mr. Leslie Meek listed above, Mr. Richard Davis listed above, and Commander J. A. Corso of the US Coast Guard, Chief Marine Inspector by telephone. The representatives of the company's involved were directed for contact to Mr. Geo. Rohde, Chief Counsel for the highway department, and Commander Corso was contacted relative to the Coast Guard's involvement in the accident. Commander Corso indicated that an investigation probably would take place which would review the personnel involved in the mishap as to whether they were operating within the required regulations.

He indicated that the Coast Guard did not involve themselves in Civil action, but that the report of their findings would be available within one to three months. It is the belief, and the stated fact by Mr. Richard Davis, Attorney for Sause Bros. Captain Charles May of the Olson Co. was operating the tug "Go Getter" at the time of the mishap. Apparently the tug "Gene Nelson" owned by the Oliver J. Olson and Co. was to tow the J. Whitney to sea. Apparently the draft of this tug was too deep for upstream use and the "Go Getter" took it up from the main Bandon docks. This apparently being the reason that the Captain of the "Gene Nelson" was at the controls of the Sause Bros. tug. It is unknown at this time what the arrangements were in regards to this cross use of equipment. The barge was unloaded at the time of the accident.

J. B. Boyd
Ass't. Division Engineer

JBB:bb
Encl
cc: Geo. Rohde
E. S. Hunter
Geo. C. Baker
Eldon Everton

OREGON STATE HIGHWAY DEPARTMENT

Job No. .....

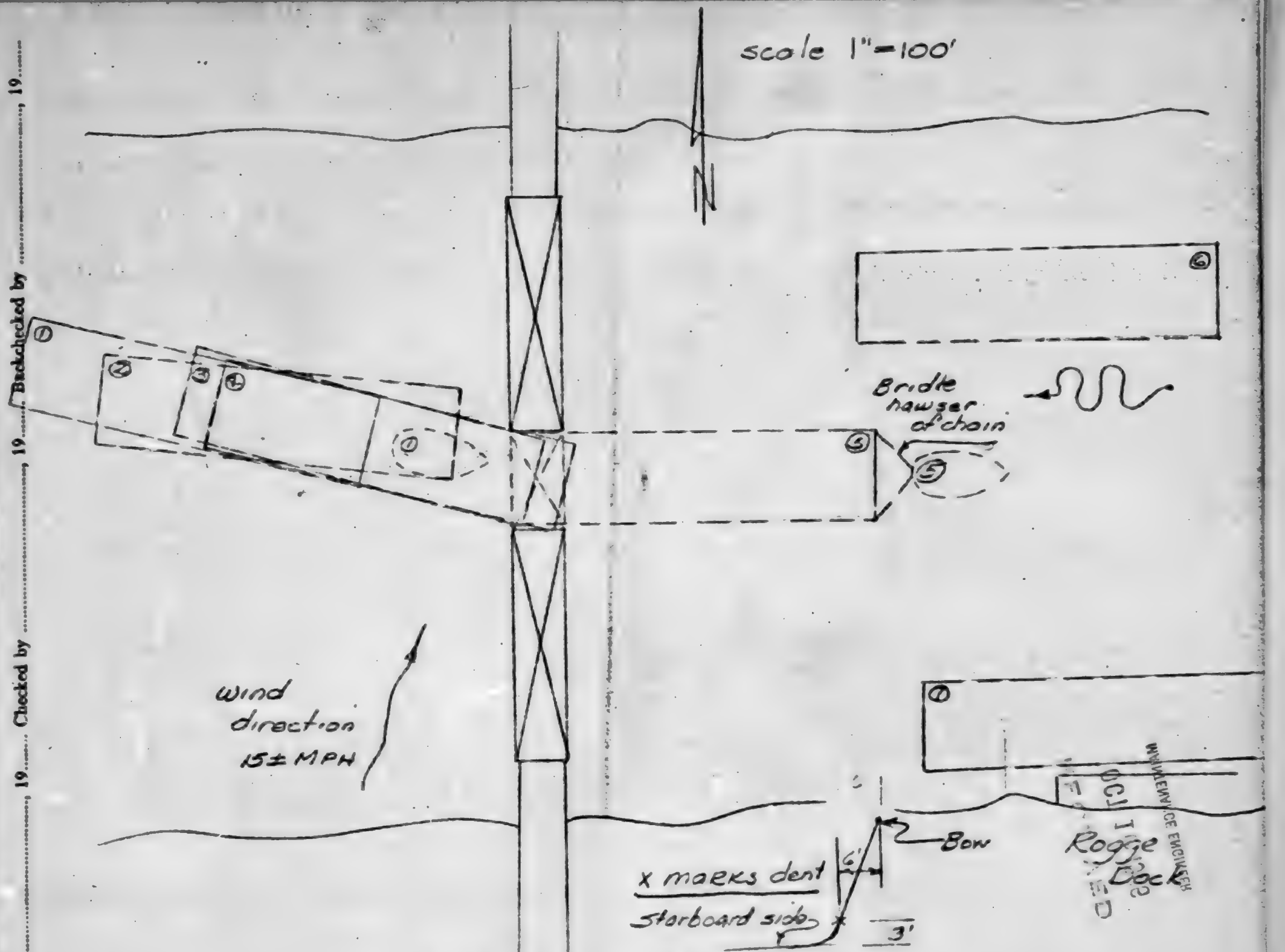
Sheet ..... of ..... Sheets

Calculations for ....., 19..... Backchecked by ....., 19.....

Made by ..... Checked by .....

Form E-10—10M—11-49
SP*670-734

scale 1"=100'



Reconstruction of barge positions by memory
of Frank Sijota I can by model preparation
improve positioning

July Statement of
Tank Light
Houston Damage
Bullards Bridge
Oregon Coast Hwy

Memo to the Files

At 11:00 am I received a telephone for Bullards Bridge to be opened at 4.00 PM Oct 4, 1966. The call was made by

I arrived at Bullards Bridge at 1:25 PM. There was a south wind blowing. I drove to Bandon to see when the barge was. The Tug and barge was crossing the Coquille River Bar. I went back to the bridge at about 2:10 PM. The tide was going out and had dropped about 3 inches. The wind was blowing about 20 MPH. The tug and barge tied up above Moore Mill and remained there about 1½ hours. The tug and barge started upstream the south

wind was about the same. The reason for my checking the wind so closely is that when the south wind is blowing it is against the side of the barge. If it blows like this it may push it too far north out of line of the opening. The opening was at 3:30 PM. The tug blew One long bar blast and one short blast for the opening of the draw. I noticed his distance from the draw was greater than it was generally but that his speed was greater and the south wind was still blowing hard. The draw opening was normal from the traffic end. I had to wait for two cars to cross the bridge after I turned on the lights and the siren. I lowered the safety gates and proceeded to close the land gates while crossing to close the north

hand gate. While crossing the drawl to close the north hand gate I noticed the speed the tug and barge was going including the wall. I went to get the drawl opened would be a close one. I ran to the north gate and back to the drawl control. The drawl worked perfect, it went up as fast as it was made to go. During the opening the tug was approaching the drawl too fast and the barge was too far out of line for the drawl. The south wind had already pushed the barge and was still pushing it too far North. When the drawl is fully opened the balance block cuts out the view of the drawl opening and the Northwest (downstream) view from the control panel for about 30 seconds or until I could go to the southwest corner of the

draw to see what the tug & barge were doing. The tug Jo Sutter was pushing barge for all he had to the south side to keep the barge from slamming into the northwest pier. He pulled the nose over far enough to clear the northwest pier. The tug started thru the draw right against the south channel side of the south pier. At this time I asked the captain if they were going to bring the other tug down. They told me no they were going to leave it up there this time. There were two men on the open bridge, one was at the controls and on the other was standing by. There were either two or three men on the bow of the barge, the one on the left side was showing the captain which way to along the barge;

At this time I could see at the speed they were going to pull the barge over to miss the north end pier, the speed they were going forward and the barge keeping way out of line for the dead pier. The tug being in the 75 foot draw space, there was no way the tug could pull the nose end over to avoid a crash to the south pier. At this time the side of the barge started to scrape the northeast pier at about 30 degrees angle then came the crash to the column at the south pier east end. The crash did not check the speed of the barge.

After I sounded the draw I noticed the barge was almost on the North bank of the Coquille river, the nose

RECEIVED
OCT 10
MAINTENANCE

was strong enough to blow the barge alongside the river bulkhead while the tug Gladstone cut loose from the bow and went to the aid to block the barge.

Signed

Frank W. Hyde

RECEIVED
OCT 10 1966
MAINTENANCE ENGINEER

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OCT 6 - 1966
FILING
7961-200
6962

Salem, Oregon
October 5, 1966

Mr. G. E. Bohde
Chief Counsel

Data concerning the ships damaging the Bullards Bridge are as follows:

The tug, the "Go Getter", is owned by the Sause Brothers Ocean Towing Company, with offices in the Fitzpatrick Building in Coos Bay and in Portland. The Portland manager is Bob Hammal, whose phone number is CA 7-1471.

The barge was a 68-foot x 270-foot steel barge owned by the Oliver J. Olson Company, 506 N. Broadway, Coos Bay. Their resident manager is Tom Miller, whose phone number is 267-4166. Their surety is the U.S. Salvage Company, whose Coos Bay manager is Mr. Gene Wood.

Tom Edwards
Assistant State Highway Engineer

TE:ja

cc Forrest Cooper
R. L. Porter
Victor D. Wolfe
E. S. Hunter

RECEIVED
OCT 10 1966

FORM E-30 REV. 10-65 SP*23401-734

FOR FILING
7461-220
6752

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

BANDON, OREGON
OCTOBER 5, 1966

To: MEMO TO FILES:

SUBJECT: COLLISION - BARGE
BULLARD'S BRIDGE
OREGON COAST HIGHWAY

NOTED

ABOUT 3:35 P.M., OCTOBER 4, 1966, THE BARGE J. WHITNEY OF SAN FRANCISCO UNDERTOW OF TUG GO GETTER OWNED BY SAUVE TOWING CO., STRUCK THE S.E. MAIN PIER OF THE ABOVE SUBJECT BRIDGE. THE P. OLIVER OLSON & CO. BARGE OWNER HAD NOTIFIED THE OPERATOR AT SOUTH SLOUGH GATEHOUSE 10:30 A.M. OF THE NEED FOR OPENING THE ABOVE BRIDGE TO ALLOW PASSAGE OF THE ABOVE SUBJECT LUMBER BARGE AT 4:00 P.M.

MR. SYRTA, CHIEF OPERATOR, WAS ON DUTY AND HE CLOSED THE BRIDGE TO HIGHWAY TRAFFIC AT 3:30 P.M. THE DAY WAS OVERCAST, VISABILITY WAS GOOD, TIDE WAS RUNNING OUT HIGH TIDE HAVING BEEN ABOUT 2 HOURS EARLIER. WIND WAS BLOWING FROM THE SOUTH APPROXIMATELY 15 MPH.

THE BARGE WAS RIGGED APPROXIMATELY AS INDICATED ON SKETCH AND BEGAN TO PASS THROUGH THE OPENING. THE BARGE APPARENTLY SCRAPED THE NORTHWEST CORNER OF THE NORTH PIER AND WAS MOVED OUT OF IT'S COURSE IN THAT THE STERN MOVED NORTHERLY CAUSING THE UPSTREAM STARBOARD CORNER OF THE BARGE TO STRIKE THE UPSTREAM CORNER OF THE SOUTH PIER.

MR. SYRTA SAW THAT THE DAMAGE WAS CONSIDERABLE AND INSPECTED THE DAMAGE. AFTER SOME MINUTES HE LOWERED THE DRAW SPAN SLOWLY TO IT'S SEAT. HE NOTIFIED COQUILLE OF THE TRAFFIC BLOCKAGE FROM THE PARK OFFICE AND PAUL SIMPSON TOOK THE STEPS NECESSARY TO DETOUR TRAFFIC.

I WAS ABOUT 30 MINUTES SOUTH OF THE BRIDGE AND ABOUT 4:45 P.M. INSPECTION INDICATED THE INADVISABILITY OF USING THE SPAN WITHOUT COMPLETE INSPECTION PROCEDURES. MR. HORTON HUGHLETT, STATE BRIDGE SUPERVISOR, WAS NOTIFIED AND THE PROBLEM DISCUSSED. IVAN MERCHANT WAS PHONED AND THE GENERAL PROBLEM OUTLINED AT 6:00 P.M. AND MR. ED HUNTER WAS INFORMED AT 7:15 P.M.

TRAFFIC SIGNS, BARRIERS AND LIGHTS WITH AN ATTENDANT FLAGMAN WAS PLACED AT THE NORTH JUNCTION OF HIGHWAY 42 AND HIGHWAY 101 , AS WELL AS THE SOUTH JUNCTION TO ASSIST THE TRAVELING PUBLIC IN THE DETOUR OPERATION NECESSARY.

PUBLICITY WAS BEGUN BY MR. SIMPSON BY NOTIFING THE TELEVISION STATION. LOCAL RADIO STATIONS, PORT AUTHORITIES AND KEN ROGGE, ONLY OPERATOR USING DRAW SPAN FOR RIVER TRAFFIC, WERE CONTACTED AGAIN IN EVENING BY THE WRITER.

10-6-66

NOTED
TOM EDWARDS

NOTED
FORREST COOPER

FORM B-30 DOM. 10-63 SP.23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

.....

.....

SUBJECT:

To:

L

FOLLOWING IS GENERAL INFORMATION:

OWNER OF TUG
SAUSE BROS. OCEAN TOWING CO.
FITZPATRICK BUILDING, COOS BAY
PHONE - 267-7038 (PORTLAND - BOB HAMMEL -CA7-1471)

SURETY -

OWNER OF BARGE
OLIVER J. OLSON & CO.
506 N. BROADWAY, COOS BAY
PHONE - 267-4166
TOM MILLER

SURETY - GENE WOOD, MARINE SURVEYOR, LOCAL REPRESENTATIVE FOR U. S. SALVAGE.

J. B. BOYD
ASSISTANT DIVISION ENGINEER

Vicinity

Line Date 12-5-64 Party Sutzer
S. Hakbs

Project Coquille River Bridge Bandes. R. Elliott
Form E-34-6756 EP-703

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		10.49		
T P	4.67		1.91	105.57
℄ Rt 1 - Point of Beginning			10.26	9999

Assumed 100.00

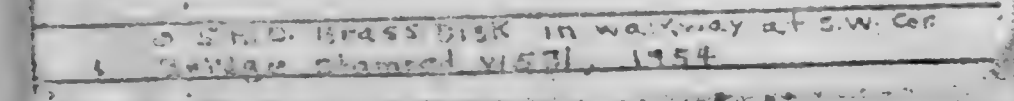
Oregon State Highway Department

LEVEL SHEETS

Cloudy

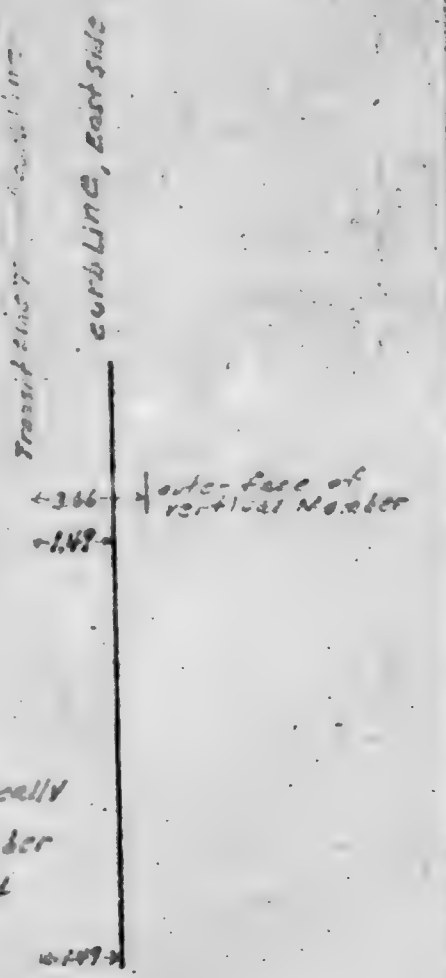
..... Line Date 10-5-66 ..... Party L. Baker
S. Wibbs

Project Coquille River Bridge - Bandon R. Elliott
Form E-20-5004



OREGON STATE HIGHWAY DEPARTMENT

TRANSIT SHEET



Horiz. Measurements taken
40.6 feet apart vertically
showed vertical Member
To be 0.31 feet out
of plumb

Oregon State Highway Department

LEVEL SHEETS

Coquille River Bridge Levels
Bandon, oregon
Curb Elevations at Each Bent
and Top of Pier Elevations
at Bents 3, 4 & 5 on Each Side

Form B&W—10M -11-44
SP 6170-734

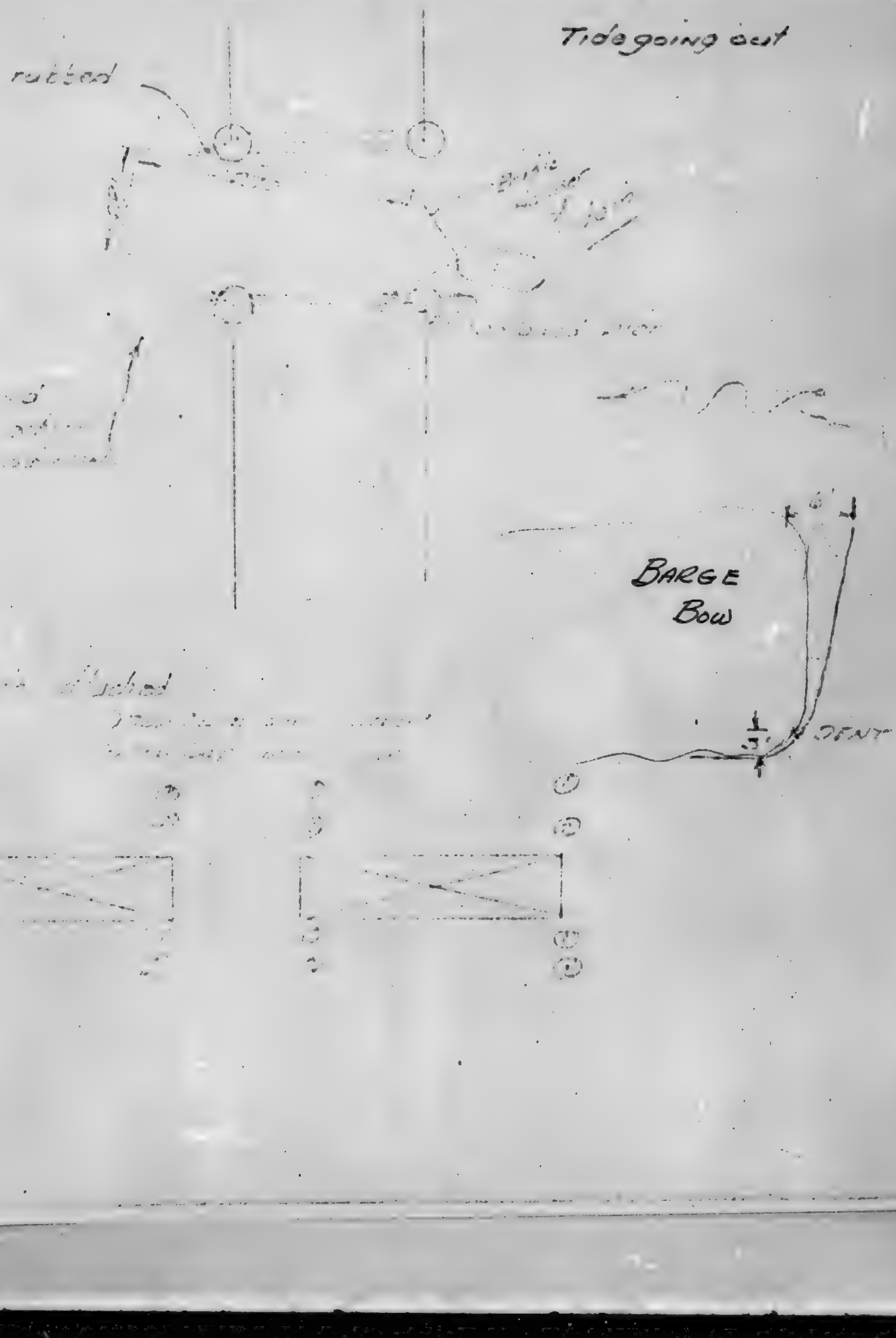
Job No. .....

Sheet ..... of ..... Sheets

OREGON STATE HIGHWAY DEPARTMENT

Calculations for .....

Made by ....., 19..... Checked by ....., 19..... Backchecked by ....., 19.....



CONFIDENTIAL

#6952

Sec. Oregon Coast Highway

7961-200 Coquille R. (Bullards) Bridge 1969

RECEIVED
MAR 14 1969

Porter

**OREGON STATE
HIGHWAY DEPARTMENT**

...TED
- PORTER

7961-200
60-2

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 7, 1969

Oregon State Highway Commission

Re: Report on Pending Cases
Confidential

Gentlemen:

The following is the status of some of the pending cases of interest to the Commission:

State of Oregon vs. DeLong Corporation, L-4904: It is, of course, anti-climatic to report on Judge Jones' decision, on January 31 in this case, which was rendered since the last Commission meeting. Since that date the plaintiff (State) has prepared a form of judgment and submitted the same to the Court. It, however, has not as yet been entered. Arguments have been held as to the form of the judgment, whether legal or equitable. DeLong's attorneys now claim it is equitable in nature, although during the trial they claimed that even though the State had brought a Declaratory Judgment action, it in fact was a legal action. The nature of the action and judgment is important in any appeal to the Supreme Court. If equitable in nature, the Supreme Court would consider the case "de novo"; that is, review all of the evidence. In other words it would re-try all of the facts. If legal in nature, the Supreme Court would only consider errors in law committed by the trial judge. Judge Jones indicated that he had during the trial stated numerous times he considered the case as being tried in law rather than equity.

Both sides have submitted proposed findings of fact and conclusions of law. The State's submission is very limited and was generally aimed at protecting the record and the written decision. DeLong has submitted some 190 different findings of fact and 10 conclusions of law wherein they claim the court erred in his decision. The court will, no doubt, set a time for hearing these matters at an early date. We do not anticipate any change of opinion on the part of the judge by reason thereof.

A hearing will also be held at which time the State will submit evidence (attorneys - as expert witnesses) as to the amount to be allowed as reasonable attorneys fees.

City of Maywood Park vs. State, L-5802: Chief Judge Dean Bryson of Multnomah County Circuit Court heard arguments on February 25, 1969 in this case. This is the case where the City has sought to enjoin the State from further proceeding with acquisition of right of way, planning or otherwise with the route of I-205 through its city limits.

A demurrer to the City's complaint was argued on the above date and briefs on the law were submitted. How the court will rule on the law cannot be said. He has the matter under advisement. It would be hard to predict how soon he will give his opinion as the statutes and principles are complex and there is a lack of specific previous decisions on similar statutes and facts involved.

State of Oregon vs. Tug "Go Getter", L-5163: As of February 25 we received a decision in this Bullard's Bridge damage case. Judge Soloman has had this matter under advisement since October, 1967 when the trial was concluded. In his opinion, Judge Soloman determined that the State should recover its damages. He has set March 12, 1969 for a pretrial conference on the amount of the damages and March 21, 1969 as the date for trial unless prior to that time the parties agree upon the amount of damages. There may be arguments as the defendants will raise the matter of betterments. In our claim for damages we have eliminated those items that in our opinion may be betterments. During the course of repair of the bridge, dolphins and fenders were added. No claim is being made for these costs.

The court has also held that the State was not entitled to attach the Olson tug, "Virginia Phillips", as a feature in obtaining jurisdiction over the defendant and as added security for its damages. The decision is based on the Court's finding that Olson had an agent in Oregon upon whom service could have been made. Based upon this finding there is a claim of $15,000.00 by Olson against the State for the rental value of the Tug's services during the time the Tug was tied up under the attachment. We will interpose a number of defenses to Olson's claim for damages including: State immunity to suit on such type of claim, no negligence nor bad faith on the part of the State and that the action was taken on advice of attorneys. These defenses, we feel, are entirely valid.

William C. Hay vs. State, L-5804: (Cannon Beach case) The defendants appeal brief has been filed and our office is engaged in preparing an answering brief. We expect to have it filed in the Supreme Court by March 25, 1969 in accordance with the time allowed by law. Neither side has requested court extensions. A great deal of extra work is required in preparation, since a considerable portion of the time will be taken in printing to comply with Supreme Court rules.

State vs. Fultz, L-5631: The Supreme Court granted Fultz an

extension of time within which to perfect his appeal in the Neskowin Beach case until 90 days after the Supreme Court reaches its decision in the Hay case.

Very truly yours,

G. E. ROHDE
Chief Counsel

GER:hg

12-8329 Kimberly Rock Prod. Proj. on the John Day Hwy. 1966

#6953

RECEIVED
MAY 15 1967
FOR FILING
12-8329
6953

May 12, 1967

U.S. Fidelity and Guaranty Company
Portland Office
201 Oregon Bank Building
Portland, Oregon 97204

Gentlemen:

Contract No. 6953 awarded to E.D. Bluner Crushing Company for rock production on the Kimberly Section of the John Day, Kimberly-Long Creek and Heppner-Spray Highways in Grant and Wheeler Counties was completed on March 3, 1967, and accepted by the Highway Commission on May 11, 1967.

Final payment in the amount of $2,031.47 will be released to the contractor after May 19, 1967. The total contract amount is $28,436.36 and no work was performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fbm

cc E.D. Bluner Crushing Company
6324 First Avenue
Kennewick, Washington 99301

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
MAY 12 1967

Fred W. Hill, Member
Malin

6953

May 11, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed March 3, 1967, on Contract No. 6953. The contract was with E. D. Kluser Crushing Company and was for rock production on the Kimberly Section of the John Day, Kimberly-Long Creek and Heppner-Spray Highways in Grant and Wheeler Counties.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective May 11, 1967, and that you concur in this procedure at the Commission meeting on June 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Kinboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
J. F. Putnam

srb jw

5.12

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Kimberly Rock Production Project		WEEK ENDING: March 10, 1967
		SECTION PREFIX: 12-8329-900
HIGHWAY: John Day, Kimberly-Long Cr., Heppner-Spray		COUNTY: Grant and Wheeler
NAME OF JOB: Kimberly Rock Production Project	KIND OF WORK: Rock Production	
CONTRACTOR: E.D. Blumer Crushing	CONTRACT NUMBER: 6953	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: November 22, 1966	DATE WORK STARTED: December 14, 1966	ESTIMATED COMPLETION DATE: March 3, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN 0 SUPERVISION 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 180	CALENDAR DAYS USED 88
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 49%
PROJECT AUTHORIZATION: $ 30,566.25		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $ 28,392.65	ENGINEERING AUTHORIZATION $ 2,173.60	
ESTIMATED COST OF COMPLETED PROJECT EXCLUSIVE OF ENGINEERING $ 28,392.65	ENGINEERING COST TO DATE $ 2,750	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT OVERRUN UNDERRUN 0 %	PERCENT OF AUTHORIZATION 127 %	DATE PROJECT WAS COMPLETED: March3, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

	CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L. PROD		
				GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT						0		
MILES PARTIALLY COMPLETED						0		
MILES COMPLETED						0		
TOTAL ESTIMATED QUANTITIES (CONTRACT)						10,000		
TOTAL QUANTITIES CORRECTED TO DATE						10,291		
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						10,291		
AVERAGE DAILY QUANTITIES						0		
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						0		
NUMBER OF SHIFTS PER DAY						0		
HOURS PER SHIFT						0		

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	12	Snow and Rain			
MONDAY	13	Snow and Rain			
TUESDAY	14	Overcast			
WEDNESDAY	15	Overcast, windy			
THURSDAY	16	Cloudy, rain, wi ndy			
FRIDAY	17	Ptly Cldy			
SATURDAY	11	Snow and Rain			

Routing: [illegible] G B Scott Wills Litchfield Olson

RECEIVED MAR 13 1967 CONSTRUCTION Division

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 12	No Activity
MONDAY 13	No Activity
TUESDAY 14	No Activity
WEDNESDAY 15	No Activity
THURSDAY 16	No Activity
FRIDAY 17	No Activity
SATURDAY 11	No Activity

REMARKS

Status: Project completed 3-3-67
Semi-Final being prepared

H.E. Woodward By

SIGNED Guy B. Squier LOCATION John Day, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED. SUBMIT 3 COPIES.

SP°F216

RECEIVED
DEC 12 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

12-8329
6953

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

December 9, 1966

B.D. Blumer Crushing Company
6524 1st Avenue
Kennewick, Washington 99301

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6953 for the Kimberly Rock Production on three state highways in Grant and Wheeler Counties.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Encl.

cc U.S. Fidelity and Guaranty Co.
201 Oregon Bank Building
Portland 4, Oregon

I-80N-2(36) 2nd St. Interch. (H. River) 1960
61 Illum. Proj. on Col. R. Hwy.
#6954

(142 3144

RECEIVED
AUG 16 1967
FILE G
I-80N-2(36)61
6954

August 16, 1967

St. Paul Fire and Marine Insurance Company
Portland Office
1500 N. E. Irving Street
Portland, Oregon 97232

Gentlemen:

A post-final payment for $390 will be made to Sims Electric, Inc., on Contract No. 6954 for illumination of Second Street Interchange in Hood River on the Columbia River Highway in Hood River County, as soon as the warrant is prepared.

The total amount paid on this contract will be $15,023.75 including the post-final payment. Of the total $43.75 is for force account work.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Insurance, Inc.
830 S. E. Rose
Roseburg, Oregon 97470
C. H. Maison
Attn: John Herr

RECEIVED
AUG 21 1967
FOR FILING

I-80N-2(36)61
6954

July 27, 1967

#7

5712

Sims Electric, Inc.
721 S. E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission at its meeting on July 24, 1967, considered your request for an extension of time on Contract No. 6954 for installation of illumination at the Second Street Interchange in the City of Hood River in Hood River County.

After considering the recommendation of the Engineer and other available information, the Commission granted you an additional 13 days.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

gs

cc: J. F. Putnam
E. L. Scrivner
L. H. Young
I. D. Merchant
C. H. Maison
Bureau of Public Roads

Form CO-12A (1963) (Prev. by A.O. 206-10)

UNITED STATES GOVE...ME...

Memorandum

U... D...RTMENT OF TRANSPORTATION
~~U.S. DEPARTMENT OF COMMERCE~~
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 29, 1967

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-80N-2(36)61
Second Street Interchange (Hood River) Illumination
Request for extension of contract time

Reference is made to your letter of May 11, 1967 responding to our April 27, 1967 subject project.

We are aware of the limitation on painting as set forth in section 414 as pointed out in your letter and concur in your feeling that Article 8-8 provides authority for adjustment of time.

As you must realize, the provisions of Article 8-6 require the stop work order to be written, leaving no question concerning this matter. Feasibility of this provision as discussed in your third paragraph does not appear to be open to interpretation. Under strict interpretation of this provision, we would have no choice but to deny the requested extension of time.

Since this is such a minor matter, however, we will in this case waive the requirement, but all further such situations should be in full compliance with the article as written.

We hereby concur in requested extension of time for 13 days.

Copy - Your files

Merchant R/W to Com.

RECEIVED
OREGON STATE HIGHWAY DEPT.
BRIDGE DIVISION
AM JUN 2 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
JUN 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUN 15 1967
FOR FILING
I-80N-2(26)61
1954

June 14, 1967

Oregon State Highway Commission

Request for Extension of Time
No. 27
July 24, 1967 meeting

Gentlemen:

Sims Electric Inc., was awarded the contract (No. 6954) for the installation of illumination on the Columbia River Highway in Hood River County, specifically, the Second Street Interchange in Hood River. The contractor was allocated 100 days to complete the work, which time expired on March 18, 1967. The lighting installation was complete and in operation on that day; however, weather conditions had precluded the final painting of the poles. The painting was completed on April 4, 17 days after the expiration date of the contract. Only four days of those were actually required for the painting.

I recommend that the Commission grant a 13-day extension without penalty and assess liquidated damages for the four days in which he actually worked, since he was prevented from completing the work by conditions beyond his control. This action assesses the contractor $120 liquidated damages and we have the concurrence of the Bureau of Public Roads.

This matter will be on the agenda for your consideration at the meeting on July 24.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Floyd Query
Tom Edwards
Victor D. Wolfe
Ivan Merchant
L. H. Young
C. H. Maison
J. F. Putnam

RECEIVED
STATE HIGHWAY DEPT.
BRIDGE DIVISION
APR 14 1967
AM 7,8,9,10,11,12,1,2,3,4,5,6 PM

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 6954 Contractor Sim's Electric, Inc.

Highway Columbia River

Section 2nd St. Interchange (Hood River)

Kind of Work Illumination

It is recommended that the request for increase in the number of ~~workdays~~ Calendar days within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Waive liquidated damages for 13 days account weather not suitable for painting and assess liquidated damages for 4 days used in completing the work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

Asst. State Highway Engineer

Contract No.	6954
Project designation (State-Federal)	I-80N-2(36)61
Date awarded	Nov. 28, 1966
Work started	Jan. 9, 1967
Per cent completed (Date)	100% - April 4, 1967
No. of Calendar ~~Workdays~~ Allowed	100
No. of Calendar ~~Workdays~~ Used	117
No. of Added Calendar ~~Workdays~~ Requested	117

E—220 (Rev.)—5M—10-57

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 5, 19 67

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 100 days to 117 days, within which to complete our Contract No. 6954, without the assessment of liquidated damages. The said contract is described as follows: Highway Illumination on Second St., Interchange (Hood River) Sec. Columbia River Hwy.

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: Sunday, March 19th through Tuesday, April 4, 1967. The only work remaining to be performed is the painting, and the weather has been too wet to allow the Resident Engineer to permit painting. The Contractors painter was available at all times during this period in hopes of a dry day. The illumination system is complete and in service so the State has had the benefit of the lighting.

Respectfully submitted,

SIMS ELECTRIC, INC.
Contractor

By Ray D. Sims President

CONSENT OF SURETY

Date April 5, 19 67

We, St. Paul Fire & Marine Insurance Company

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-Fact
BAILEY & DE BERNARDI INSURANCE, INC.

(SEAL)

Resident Agent

RECEIVED
MAY 12 1967
ENGINEERING
I-84-1(36)61
6954

5126

May 11, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Re: Second Street (Hood River)
Interchange Illumination
Contract No. 6954
FAP No. I-80N-2(36)61

Your File: 08-35-DA

Dear Sir:

I have your memo of April 27 in answer to our request for your concurrence for a time extension on the above job.

The contract specifications (see page 9 of the special provisions) require that pole painting comply with Section 414 of the Standard Specifications. Article 414-3.4(c) of that section sets forth weather conditions under which paint cannot be applied. The Resident Engineer judged these conditions to be prevalent on all of the days of the overrun in time except March 27 and 28 and April 3 and 4 and, under the authority of Article 8-6 of the Standard Specifications, did not permit the contractor to paint.

Stop-work orders were not written as the weather was marginal and it appeared that it would clear at any time to permit finishing the painting work. It is not considered feasible nor practical to write stop-work orders on a day-to-day basis under conditions such as this.

It is felt that the provisions of Article 8-8, Adjustment of Contract Time (see pages C and D of the contract) provide authority for adjustment of contract

time under the prevailing conditions. Will you please review the conditions and your ruling to the extent that the extension requested can be concurred in.

The contractor's painters were working on other work in close proximity to the job site and returned to the job to work on the painting whenever weather conditions permitted. The contractor was most cooperative by putting forth an effort to complete the work as soon as possible. As stated in our original request, the installation was complete and in operation at the expiration of the allotted time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

Form CD-121 (1-63) (Pres. by A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

EDWARDS

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
[redacted]
477 Cottage Street NE.
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: April 27, 1967

In reply refer to: 08-35-DA

FROM : D. W. Parsons
D. W. Parsons, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(36)61
Second Street Interchange (Hood River)
Illumination

Reference is made to Mr. Edwards' April 24, 1967 request for concurrence in granting extension of time, subject project.

Although the lighting installation was indeed in operation on March 18, 1967, date of expiration of the contract time, your specifications provide under Article 8-7 that "The contractor shall complete the work called for under the contract in all parts and requirements within the contract time as adjusted."

Since we know of no adjustments made as provided under Article 8-8, paragraph 2(a) through (f) we are unable to establish any basis upon which the contract time can be extended and are unable to concur in the requested extension of time.

Copy Young Ben Jules

Mailed RD

[redacted] DEPT.
BRIDGE DIVISION
AM MAY 2 - 1967 PM
7,8,9,10,11,12,1,2,3,4,5,6

RECEIVED
APR 28 1967
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
APR 28 1967

FILE
I-80N-2(36)
6954

April 28, 1967

St. Paul Fire & Marine Insurance Company
Portland Office
1500 N.E. Irving Street
Portland, Oregon 97232

Gentlemen:

Contract No. 6954 awarded to Sims Electric, Inc., for illumination on the Second Street Interchange in Hood River on the Columbia River Highway in Hood River County was completed on April 4, 1967, and accepted by the Highway Commission on April 27, 1967.

Final payment in the amount of $755 will be released to the contractor after May 5, 1967. The total contract amount is $14,633.75 including $43.75 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Emery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Sims Electric Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Bailey & DeBernardi Ins., Inc.
830 S.E. Rose
Roseburg, Oregon 97470

L.H. Young
C.H. Maison
Attn: John Herr

RECEIVED
APR 28 1967
FOR FILING

Fred M. Hill, Member Helix
6954

April 27, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed April 4, 1967, on Contract No. 6954. The contract was with Sims Electric, Inc. and was for illumination on the 2nd Street Interchange (Hood River) Section of the Columbia River Highway in Hood River County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective April 27, 1967, and that you concur in this procedure at the Commission meeting on June 8.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
Ivan Merchant
L. H. Young
J. F. Putnam

srb jw

RECEIVED
APR 24 1967
FOR FILING

I-80N-2(36) 61

1151

April 24, 1967

Mr. A. W. Parsons
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon

Re: Second Street Interchange
(Hood River)
Contract No. 6954
FAP I-80N-2(36)61

Dear Sir:

This contract allotted 100 calendar days to complete the work. One hundred and seventeen calendar days were charged during the life of the contract. The contractor has requested that he be granted an additional 17 calendar days without assessment of liquidated damages. His reason for this request is that inclement weather prevented painting the poles.

The lighting installation was in operation on March 18, 1967, the expiration date of the allotted calendar days. Work remaining consisted of painting the poles. During the period March 19 to April 4 (17 days), the contractor painted when weather conditions permitted. Four days were required to complete the paint work.

With your concurrence, I propose to recommend to the Highway Commission that the contractor be granted a 13-day extension without assessment of liquidated damages and that he be assessed liquidated damages for the four days consumed in completing the painting. This amounts to an assessment of $120.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
Ivan Merchant
L. H. Young

CAG:jf ja

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: 2nd. St. Interchange	WEEK ENDING: April 8, 1967
		SECTION PREFIX: 61-4 - 1064
	HIGHWAY: Columbia	COUNTY: Hood River
NAME OF JOB: 2nd St. Interchange (Hood River)	KIND OF WORK: Illumination	
CONTRACTOR: Sims Electric Inc.	CONTRACT NUMBER: 6954	FEDERAL AID PROJECT NUMBER: I-80N-2(36)6I
DATE OF CONTRACT: November 28, 1966	DATE WORK STARTED: January 9, 1967	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN I SUPERVISION I	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 100	CALENDAR DAYS USED 117
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 117
PROJECT AUTHORIZATION: $ 17,212.50		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 15,988.50	ENGINEERING AUTHORIZATION $ 1,224	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 15,157.83	ENGINEERING COST TO DATE $ 2,250	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION XXXXX 102.6
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN 5.2 %	PERCENT OF AUTHORIZATION 184 %	DATE PROJECT WAS COMPLETED: April 4, 1967

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Illumination							
PERCENT	100	Cal.						

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear- Warm	I		
MONDAY	Clear - Warm	I		
TUESDAY	Cloudy- Showers	I		
WEDNESDAY	Clear & Warm			
THURSDAY	" "			
FRIDAY	" "			DEN GIFFORD
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Painting poles and mast arms
TUESDAY	Finished painting at 10:30 AM today. This completes work on this project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Contractor finished painting poles on Tuesday. Mr. Grafe B.P.R. area Engineer, & Mr. Warfield Ass't. Division Engineer over project on Tuesday for final Inspection.

Semi-final sent to Division office Friday.

FINAL REPORT

SIGNED H. N. Van Cleave LOCATION The Dalles

H. N. Van Cleave

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

BP-FE16

RECEIVED
APR 14 1967

STATE COPY

COMMISSIONERS:
GLENN L. JACKSON, CHAIRMAN
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
Fred W. Hill, Member
Helix

I-80N-2(36)61

6954

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310
April 7, 1967

Mr. A. W. Parsons
Division Engineer
Dept. of Transportation
Federal Highway Admn.
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on April 4, 1967, on Contract No. 6954, 2nd Street Interchange (Hood River) Section, in Hood River County, in connection with Federal-Aid Project No. I-80N-2(36)61.

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

RECEIVED
U.S. BUREAU OF PUBLIC ROADS

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 4-5-67

Conditions noted on above date:

None

WRG:

young 4-14-67

A. W. Parsons
Division Engineer

APR 1 1967

to: Forrest Cooper
Vince Gallagher

By: G. R. Brooks
G. R. Brooks
District Engineer

STATE COPY

Form Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-114	**FEDERAL-AID PROJECT AGREEMENT**	Oregon
PROJECT REPORT NO.	*(PPM 21-7)*	COUNTY
4 (954)	12-12-66	Hood River
		PROJECT NO.
		I-80N-2(36)61

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

2nd St. Interchange (Hood River) Section.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-66	0.00
OTHER *(Specify)*		

FUNDS

o Rate 92.25

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 16,830	$ 15,500.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By W. K. Laborn

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L. R. Backlund
L. R. Backlund, Administrative Mgr.
(Division Engineer)

Date executed by Division Engineer DEC 12 1966

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(36)61

2ND ST. INTERCHANGE (HOOD RIVER) SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

Project Agreement Estimate

Salem, Oregon, December 1, 1966

Type Code Y030
Illumination (Sta. 1194+73)(Contract No. 6954)

Roadway Illumination Installation Complete	All Required	$15,100.00
		$15,100.00
Flagging (57½% of Contractors Cost)	All Required	200.00
	Subtotal	$15,300.00
	10% Engr. & Cont.	1,530.00
	Total	$16,830.00

Length of Project . . . . . 0.00 mile

Federal Funds	$15,500.00
State Funds	1,330.00
Total	$16,830.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Oregon State Highway Department

Federal-Aid
Project No. I-80N-2(36)61

2ND ST. INTERCHANGE (HOOD RIVER) SECTION OF THE

COLUMBIA RIVER HIGHWAY IN HOOD RIVER COUNTY

P.S. and E. Estimate.

Salem, Oregon, October 14, 1966

Type Code X030
Illumination (Sta. 1194+73)

Roadway Illumination Installation, Complete	All Required	$12,400.00
		$12,400.00
Flagging (57½% of Contractor's Cost)	All Required	$ 200.00
	Subtotal	$12,600.00
	10% Engr. & Cont.	1,260.00
	Total	$13,860.00

Length of Project - - - - 0.00 Mile

Federal Funds -	$12,700.00
State Funds -	1,160.00
Total	$13,860.00

RECEIVED
DEC 12 1966
FOR FILING

GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH H. FRIDLEY, MEMBER
BAKER
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEN

I Fed-2 (2c) 61

6954

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST CRORER
STATE HIGHWAY ENGINEER
R. L. RORTER
DEPUTY STATE HWY. ENGR.
R. E. RONDE
CHIEF COUNSEL

December 9, 1966

Sire Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6954 for illumination of the 2nd Street Interchange (Hood River) on the Columbia River Highway in Hood River County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Encl.

cc St. Paul Fire & Marine Insurance Co.
1500 N.E. Irving Street
Portland, Oregon 97232

Bailey & Debernardi Insurance, Inc.
830 S.E. Rose
Roseburg, Oregon

RECEIVED
DEC 7 - 1966
FOR FILING

I-80N-2(36)61

Form CO-121 (11-60) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1966

In reply refer to: 08-35-EC

TO 9541 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-80N-2(36)61
Second Street Interchange (Hood River) Section
Illumination

As requested in Mr. Young's letter of November 30, 1966 advising that all rights of way or rights of entry and access rights have been acquired for the above project, we hereby concur as of November 28, 1966 in the award of contract No. 6954 to Sims Electric, Inc., of Roseburg, Oregon, low bidder in the amount of $15,100.00 at the November 18, 1966 bid opening.

12-7-66
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
F. B. KLABOE

RECEIVED
DEC 7 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 30 1966

I-205-1(7)61
6954

November 30, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Confirmation of your tentative concurrence as of November 28, 1966, is requested in the award of contract for the 2nd Street Interchange (Hood River) Section, Project No. I-80N-2(36)61.

The contractor receiving the award is Sims Electric, Inc., of Roseburg, in the amount of $15,100.00 with the contract No. 6954 assigned. This bid was received on November 18, 1966, and awarded November 28, 1966.

All rights of way or rights of entry have been acquired.

The low bidder completed the statement in our proposal regarding nondiscrimination in employment as required by Bureau of Public Roads PM 20-4-64.

All rights of access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State's contractor's operations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAR:or

RECEIVED
JAN 13 1967

I-84(4-2(36) 61
6454

Bid now is

November 28, 1966

AGENDA
DEC 19 1966
13K

Sims Electric, Inc.
721 S.E. Oak Avenue
Roseburg, Oregon 97470

Gentlemen:

The State Highway Commission on November 22 accepted your proposal for illumination on the 2nd Street Interchange (Hood River) Section of the Columbia River Highway in Hood River County for the sum of $15,100.00 and referred it to the State Highway Engineer with authority to award the contract as soon as the Bureau of Public Roads' approval was received.

Approval was received and the State Highway Engineer today awarded you the project, which has been assigned Contract No. 6454. Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The third copy of the contract stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin December 9, 1966.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Washington
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
J. F. Putnam
E. L. Scrivner
Frank Morgan
L. H. Young
T. D. Merchant
C. D. Matthis (SIAC)

RECEIVED
NOV 22 1966
FOR FILING

I-205N-2(36)61

6954

November 21, 1966

Mr. A. M. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon

Dear Sir:

Tentative concurrence is requested in the award of contract for the 2nd Street Interchange (Hood River) Illumination Project, No. I-XXX-2(36)61.

Glen Electric, Inc., of Roseburg, submitted the low bid of $15,100 which is $2,700 (21.8%) over the Engineer's estimate of $12,400. Three other bids were received in the amount of $15,430, $15,896 and $15,900.

This is a single bid item project "Roadway Illumination Installation Complete", therefore, we don't know what item might have been estimated different than the bids received. We did hear a lot of concern about scarce electrical equipment and the availability of the one pole needed. This was not considered when our estimate was made.

We do not feel the difference between our estimate and the bid received in the amount of $2,700 warrants readvertising, especially when the higher bidders are as close as they are.

We feel it is in the public interest to award the contract to the low bidder at this time. Any further information needed will be forwarded upon request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

DAH:ar

cc: V. P. Johnson
H. H. Young

RECEIVED
NOV 3 - 1966

I-80N-2(36)61

(11-63)
(Pres. by
A.O. 206-10)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: October 27, 1966

In reply refer to: 08-35.2-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(36)61
2nd St. (Hood River) Section
Illumination

P. S. & E. documents for the subject project have been reviewed and are hereby approved. You are authorized to advertise the project for bids. A signed copy of the title sheet is returned herewith.

Our authorization is with the understanding that all necessary right of way is available for the project and that access rights have been previously acquired, with no utility adjustments involved, as indicated in Mr. Oakes' and Mr. Litchfield's October 13 and October 19, 1966 reports.

You are authorized to proceed with contractor's flagging included in your estimate for $200.00.

Mr. Young's October 19, 1966 letter indicates that State conservation agencies agree that no special measures are necessary to accommodate fish and wildlife, nonconcurrence by other appropriate public recreational or historical resources authorities is not involved, and that specifying one material or product is limited to those items previously accepted.

Attachment

REFERRED TO
Young / Williams
Asst. State Hwy. Engr.
11-3-66

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Form CD-121 (1-63) (Orig. - F.) A.S. (Cir-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2 (36)61

TO 6454 Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street, NE
Salem, Oregon 97301

DATE: October 19, 1966

In reply refer to: 08-35.EC/710.11

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: T. Dec
Engineering Coordinator

SUBJECT: Oregon Federal-aid Interstate Program

Mr. Young's October 12, 1966 letters submitted four projects for inclusion in the subject program. These Stage 2 Construction and Right of Way phase projects are approved effective today and are detailed as follows:

Item	Project	Location	Work
[illegible]	I-80N-6(29)256	LaGrande ByPass Section	ROW
467	I-5-4(55)197	SPRR & Game Farm Rd. O'xing	Structure
468	I-80N-2(36)61	2nd Ave. Interchange (Hood River)	Illumination
[illegible]	I-80N-5(23)169	Irrigon Jct-Stanfield Jct.	5 structures

In Item 466, LaGrande ByPass Section, you are authorized to proceed with right of way incidentals and relocation payments on the entire project, and with actual acquisition from Station 201 to 360. This authorization for acquisition does not include parcels 40265(2), 40265(3), 40267, 40268(4) and 40268(2) as the associated work has not been justified or approved. In addition all land service facilities for land owners must be justified in accordance with State liaison procedures and your files appropriately documented.

This approval provides for improvement on 6.213 miles of Interstate Highway at a total estimated cost of $3,014,000 of which $2,772,800 is reserved as Federal-aid Interstate funds.

REFERRED TO
[signature]
Asst. State Hwy. Engr. 10-24-66

NOTED
F. S. [illegible]

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

FORM L-12BX - 50M - 9-64

COMMISSIONERS
GLEN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

I-80N-2(36)61

6954

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

September 8, 1966

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street NE
Salem, Oregon

Agreements

Dear Sir:

Herewith various agreements covering projects to be constructed utilizing Federal Aid moneys. There are two fully conformed copies of each document for your use and information. Please consider the contents of the agreements and if your concurrence is given, notify this office and the Highway Commission's file copies will be transmitted to you for execution.

We trust these will receive your approval as advance copies were forwarded to you previously.

1. Supplemental Throughway. East Fremont Interchange, Project I-405-8(4)303, Stadium Freeway Hwy. No. 61 (I-405), Portland

2. Traffic Signals. East Fremont Interchange, Project I-405-8(4)303, Stadium Freeway Hwy. No. 61 (I-405) at Cook and Commercial Streets, Portland

3. Illumination. Second Street Interchange, Project I-80N-2( )61, Columbia River Hwy. No. 2 (I-80N), Hood River

4. Construction-Abandonment. Dayville Section, Project ER-129(2), John Day Hwy. No. 5 (US 26), Dayville and Grant County

5. Illumination. Central Point Interchange, Project I-5-1(64)33, Pacific Hwy. No. 1 (I-5), Central Point

Very truly yours,

H. S. Cox
County and City Engineer

By

D. M. Harwood
Asst. County and City Engineer

DMH:mm
Att.

cc: F. B. Klaboe
F. B. Crandall F. D. V

RECEIVED
OCT 13 1966
FOR FILING
I-80N-2(36)61
6454

MISC. CONTRACTS and
AGREEMENTS No. 3144

August 31, 1966

Mr. B. A. Erickson
City Recorder
City of Hood River
Hood River, Oregon

Agenda Item
4M
8-25-66

Dear Mr. Erickson:

We are enclosing for your records a fully executed copy of an Agreement covering installation of illumination on the Second Street Interchange (I-80N) in Hood River County.

A fully executed copy of the agreement has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

bb
Enclosure

cc: F. B. Crandall

RECEIVED
JUL 29 1966
FOR FILING
I-80N-2(36)6
6954

July 28, 1966

4253
4451

Oregon State Highway Commission

Gentlemen:

A State-City agreement has been prepared covering the installation of illumination on the 2nd Street Interchange, I-80N, in Hood River.

This agreement has been executed by the City of Hood River and provides that the State shall do the work of the project at an estimated cost of $13,000 and maintain the units after installation. This is an Interstate Project. The City is to pay for all electrical energy consumed.

We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the August 25 meeting.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
E. J. Hunter
C. H. McLean
H. S. Cox
R. N. Bothman
J. F. Putnam

FBC:njc bg

RECEIVED

Form GS-931 (11-63) (Pres. by A.O. 200-10)

UNITED STATES GOVERNMENT

Memorandum

I-80N-2(--)41

E Upgrade Klahr

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

6754

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

DATE: May 25, 1966

In reply refer to: 08-35-DA

FROM : A. W. Parsons, Division Engineer
Salem, Oregon

By: G. R. Brooks
G. R. Brooks
District Engineer

SUBJECT: Oregon Project I-80N-2(--)41
West Cascade Locks - East Hood River
Second Street Interchange, Hood River
Proposed Interchange Illumination

4253
4451

We have reviewed the lighting layout for the subject interchange and wish to offer the following comment:

We agree that this interchange will qualify for partial lighting under Case B-4 of the AASHO Lighting Guide.

We feel the layout as submitted for partial lighting should provide lighting at all the ramp terminals with the possible exception of Ramp D where the resultant unlighted distance would be so short as to be undesirable. Also, the crossroad lighting should be extended to include the frontage road intersection in some manner.

We presume the light standards will be placed far enough from the pavement and so protected as to avoid possible accidents.

Copy to Klobal 5-26-66

Copy Gundlach Proposed lighting prop. 5-31-66

NOTED
TOM EDWARDS

RECEIVED
JUN 2
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N-2(36)61
6954

March 7, 1966

4253
4451

Mr. Donald J. Branton
City Engineer
P. O. Box 27
Hood River, Oregon

Dear Mr. Branton:

Your letter of February 25 and enclosures indicate approval by the City and County of Hood River with respect to cooperative illumination project at the I-80N-Second Street Interchange.

We will proceed to submit the plan to the Bureau of Public Roads looking to their approval. I will keep you informed.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc Mr. A. E. Almcrants
County Executive
Hood River County

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam (enc.)

FBC:njc jwa

CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON
February 28, 1966

Oregon State Highway Dept.
State Highway Building
Salem, Oregon

Re: Hood River 2nd St. over crossing lighting on I-80 N.

Attn: Mr. Tom Edwards.

Gentlemen:

Your alternate plan for the lighting on the Citys Second Street overcrossing of Interstate 80 N was reviewed and approved by the City Council at their meeting of 7 February 1966.

County of Hood River Commissioners reviewed and approved the plan at their meeting of February 23, 1966, (copy of their approval enclosed.) We would like to have you proceed with the necessary applications to get this program under way at your earlist opportunity.

Please advise if you need any further information from the City.

Very truly yours,

Donald J. Branton
City Engineer

DJB:mj

cc: County of Hood River

enc. Copies of County letters

Granted
Proceed
RH

RECEIVED
MAR 1 1966
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 - 1966
TRAFFIC ENGINEERING

RECEIVED
MAR 1 1966
OREGON
STATE HIGHWAY COMMISSION

Nature's Purest Water . . . Always Ice Cold

A. E. ALMGRANTS
COUNTY EXECUTIVE

TEL. 386-3970

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
JAN Y. KURAHARA, VICE CHAIRMAN
FRANK RYPCZYNSKI
JERRY ROUTSON
CLARENCE N. AMOTH

HOOD RIVER, OREGON

February 25, 1966

City of Hood River
P. O. Box 27
Hood River, Oregon

Attention: Bruce Erickson

Dear Bruce:

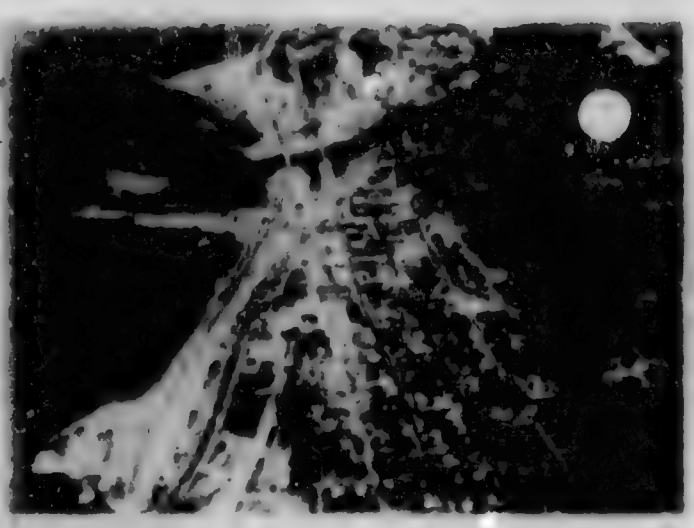
Please be advised that the letter submitted by Mr. Brunton on February 14, 1966 relative to interchange lighting was reviewed by the Board of Commissioners on February 23, 1966. The Board was in entire accord with the program and felt that the lighting would be beneficial, both functionally and esthetically. The untenable situation that currently exists has been of major concern to many people for a considerable length of time and I am sure once the proposed improvements, namely the installation of twenty one (21) lights, is completed it will be appreciated by all concerned.

Sincerely,

A. E. Almgrants
County Executive

AEA/dl

4451



CITY OF HOOD RIVER

P O BOX 27

HOOD RIVER, OREGON

February 14, 1966

Hood River County
Hood River County Courthouse
Hood River, Oregon

REF: 8CN - 2nd St. interchange lighting

ATTN: Mr. A. E. Almcrantz

Gentlemen:

We are submitting under separate cover the correspondence and map sent to the City by the Oregon State Highway Dept.

The City approved the plan at their regular council meeting of February 1966.

We would like to have the County review the plan and if it meets with their approval, provide a letter indicating such approval to this office which can be submitted with the City approval to the Highway Department.

The City would also request that the County consider joint participation on a 50-50 basis for the operation of this system if it is approved. An estimate by Pacific Power and Light Co. (copy enclosed) approximates the total monthly cost at $45.90 which would be $22.50 per month on an equal share basis.

Would you please advise of the County's feeling in this matter so the proper budget items can be established.

Very truly yours,

Donald J. Branton

City Engineer

DJB:ls
Encl.

Insures Purest Water Always

4451

RECEIVED
MAR 8 - 1966
FOR FILING

I-80N-2 (=6)61

6454

March 7, 1966

1253

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage Street, N. E.
Salem, Oregon

Dear Sir:

Submitted herewith is a plan of illumination for the I-80N - Second Street Interchange in Hood River.

This installation would be made under State-City-County cooperative agreement wherein the State would care for installation costs with respect to the units on the interchange proper and the City and/or County committed to care for the illumination on Second Street between the interchange and the city center. In addition, the City and/or County would care for power consumption on all units and maintain those luminaire units on Second Street.

With reference to the AASHO Informational Guide for Lighting Controlled Access Highways, it is believed that the projected illumination can be justified under Case B-4 and Case B-6.

We solicit your review looking to approval as an FAI participating project.

Very truly yours,

Enc.

Forrest Cooper
State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

By

Tom Edwards
Assistant State Highway Engineer

FBC: mjc jwe

RECEIVED
JAN 26 1966
FOR FILING
I-80N-2(36)61
6454

U:53

January 25, 1966

Mr. Donald J. Branton
City Engineer
P. O. Box 27
Hood River, Oregon

Dear Mr. Branton:

This will acknowledge your letter of January 13 submitting a plan showing proposed illumination at the Second Street Interchange on I-80N in Hood River.

I am attaching one copy of an alternate plan covering the installation. You will note that we have shown in red luminaire units to be installed by the State. We show in green the three existing luminaire units on the railroad overcrossing structure. These were installed by the State, but the State would relinquish its ownership to the City and the City would be required to put the units in operating condition.

Will you please advise us if the installation shown on the sketch meets with the approval of City officials. We will then proceed to request approval of the Bureau of Public Roads for the scheduling of the installation as an Interstate project.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

Attachment

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

LEG:aa jwa

2ND STREET INTERCHANGE

CONTOUR PLAN

PROPOSED FUTURE STANDARD By City - County
CONSTRUCT AS REQUIRED By POST PROPERTY DEVELOPMENT TO N.

EXIST POLE

PROPOSED NEW STANDARDS By City - County
(OVERHEAD SERVICE FROM EXISTING POLE)

Note:-
Place 6 Inches Topsoil On Coloured Areas

EXISTING BASE - REQUEST STATE INSTALLATION OF STANDARD
AS PART OF RAMP LIGHTING CONTRACT

EXISTING LIGHT STANDARDS - USE -
(MAY REQUIRE DETERMINATION OF OWNERSHIP -
CITY, STATE OR PP&L WITH AGREEMENT
FOR MAINTENANCE & USE.)

PROPOSED FUTURE STANDARD BY CITY - COUNTY

CONSTRUCT AS REQUIRED BY POST PROPERTY DEVE

2ND STREE

EXIST POLE

PROPOSED NEW STANDARDS BY CITY - COUN

CONTOUR

(QUEENSHEAD SERVICE FROM EXISTING P

Note -

Place 6 inches

"E" Line

Subgrade

"D" Line

Subgrade

Westbound

Subgrade

Eastbound

"R" Line

EXISTING BASE - REQUEST STATE INSTALLATION OF STANDA

AS PART OF RAMP LIGHTING

EXISTING LIGHT STANDA

(MAY REQUIRE DETERMINATION

CITY STATE OR P.P.&L.

FOR MAINTENCE & USE.)

RECEIVED
JAN 13 1966
FOR FILING
I-RON-2(36)61
6954

January 12, 1966

1/253

Mr. A. E. Almcrants
County Executive
Hood River County
County Courthouse
Hood River, Oregon

Dear Mr. Almcrants:

We have your letter of January 4 concerning lighting of the Second Street interchange. Mr. Crandall of our Traffic Engineering Division has been unable to contact you, but did reach Mr. Bruce Erickson, City Administrator, concerning this matter.

We acknowledge your request for approval, but must point out, as Mr. Crandall did to Mr. Erickson, that one of the requirements of the Bureau of Public Roads prior to approval of lighting is that a plan of lighting from the interchange into the city accompany the request for approval of the interchange lighting and that the plan be accompanied by an agreement, or a statement that such an agreement is in our file, wherein the City or County commits themselves to installation of that portion outside the limits of the interchange.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall

TE:jwa

FORM E-30 80M 12-65 84676

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 10, 1966

To: Tom Edwards
Asst. Highway Engineer
BUILDING

SUBJECT: Illumination
2nd St. Interchange
Hood River

TE 4253

With respect to A. E. Almcrants' letter of January 4, I endeavored to contact him regarding submission of illumination plan on 2nd Street to be performed by the City and/or County.

I could not get hold of Almcrants so called Bruce Erickson, City Administrator. I told him it would be necessary for us to have a plan of illumination on 2nd Street as would be installed by the City and/or County in presenting the whole proposition to the Bureau for approval. He indicated that he would submit such a plan.

F. B. Crandall
Traffic Engineer

FBC:njc
Attachments

RECEIVED
JAN 11 1966
OFFICE OF
STATE HIGHWAY ENGINEER

A. E. ALMCRANTS
COUNTY EXECUTIVE

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

P. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

January 4, 1966

Oregon State Highway Department
Salem
Oregon

Attention: Tom Edwards
Assistant State Highway Engineer

Dear Mr. Edwards:

Upon receipt of your letter of December 14, 1965 I contacted the City as to our next course of action. The City, of course, is extremely interested in the illumination of the Second Street or City Center Exit and are processing the matter. I presented the matter to the Board of Commissioners on an official Board level, which was only a confirmation of their earlier unofficial expressions to improve the exit, and I was directed to submit a letter to the Highway Department.

This letter, therefore, is a request for your approval, and the approval of the Bureau of Public Roads, to adequately illuminate the Second Street interchange through a Federal-aid program for the installation.

Conceivably, there are certain costs over and above the construction costs which fall either in the province of the City and/or the County; these problems are of a local nature and will be resolved through negotiation.

The Board of Commissioners urge you to proceed immediately with the necessary action to obtain approval from the Bureau on this project.

Many thanks for your assistance and cooperation in this matter.

Best wishes for the new year.

Sincerely,

A. E. Almcrants

A. E. Almcrants
County Executive

Granted
Discuss

RECEIVED
JAN 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

AEA/dl

CC/ Bruce Erickson, City of Hood River

RECEIVED
JAN 6 1965
TRAFFIC ENGINEERING

RECEIVED
JAN 6 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 15 1965
FOR FILING
I-80N-2(36)61
6954

December 14, 1965

Mr. A. E. Almcrants
Hood River County Executive
Courthouse
Hood River, Oregon

Dear Mr. Almcrants:

The matter of illumination of the Second Street interchange has been the subject of much correspondence with the City of Hood River. We have consistently told the City that it is not our recommendation to illuminate the ramp system at this interchange; however, if the City and the County are unanimously of the opinion that illumination should be installed, and are willing to participate in this matter, we will accede to your request.

It is necessary that the Bureau of Public Roads approve any illumination of this type on the Interstate system in order that we might obtain Federal-aid for the initial installation. In addition, it is also required by the Highway Department that the local governmental agencies involved accept responsibility for power costs for the lighting.

Prior to approval the Bureau of Public Roads will require an adequately designed illumination system on the connecting street out to the northerly ramp terminal intersection. This lighting would be the entire responsibility of the local governmental units, both as to first costs, maintenance and power costs.

If the City and County of Hood River are desirous of this installation on the above-mentioned basis, and will so advise us in writing, we will proceed with the necessary action to obtain approval from the Bureau on

this matter. It should be understood that the entire installation is contingent upon obtaining this approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam (enc.)

LEG:aa/TE:jwa

FORM E-123X 50M 8-64

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
WASCO
DAVID B. SIMPSON, MEMBER
PORTLAND

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 3, 1965

Mr. A. E. Almcrants
Hood River County Executive
Courthouse
Hood River, Oregon

Dear Al;

Your letter of November 30 regarding exit lighting has been turned over to our traffic division for action. You will no doubt be contacted or informed as to their decisions in the near future.

Thank you for your interest in this matter.

Very truly yours,

H. S. Cox
County and City Engineer

HSC:mm

bc: Traffic Division

RECEIVED
DEC 6 - 1965
TRAFFIC ENGINEERING

NOTED
TRAFFIC CONTROL
ENGR.

NOTED
L. E. GEORGE

Check file.
Could - If city wishes
we will present-to BPR.

A. E. ALMCRANTS
COUNTY EXECUTIVE

COUNTY OF HOOD RIVER
BOARD OF COMMISSIONERS

F. F. BUCKLIN, CHAIRMAN
R. D. BARKER, VICE-CHAIRMAN
FRANK RYPCZYNSKI
JAN Y. KURAHARA
JERRY ROUTSON

HOOD RIVER, OREGON

November 30, 1965

Oregon State Department of Highways
Salem
Oregon

Attention: Si Cox
City and County Engineer

Dear Si:

For some time I have heard about the very poor lighting of the City Center entrances off of the Freeway traveling West. In the daytime there is no particular problem but at night it is very bad. This is a matter that will be taken up at a joint meeting of the County Board of Commissioners and the City Council but I don't believe it should be necessary for these two bodies to have to generate a lot of steam to correct the situation. Could you exercise a little pressure in the right department or can you refer me to the proper authority?

Either an adequate lighting system, an appropriate arrangement of reflectors, or a combination of both should be installed before some serious accident occurs.

I hate to bother you with such matters but I personally feel that unless something is done it could lead into something quite serious; furthermore, if I could report that corrective measures were in the mill then we could save the two governmental units a lot of time and possibly effort.

Your considered opinion would be appreciated.

Sincerely,

A. E. Almcrants
County Executive

RECEIVED
DEC 3 - 1965
ENGINEER
COUNTY & CITY DIVISION

AEA/dl

Something similar to the westcliff exit would be quite effective — I think.
Al.

RECEIVED
SEP 22 1965
FOR FILING

I-80N-2(36)6'
6'151

September 20, 1965

Mr. Donald J. Brunton
City Engineer
Post Office Box 27
Hood River, Oregon

Dear Mr. Brunton:

You have recently requested, in a letter to our District Maintenance Superintendent at The Dalles, that the Highway Department give consideration to full interchange lighting at the Second Street Interchange in Hood River. This matter has been the subject of much correspondence in the past.

The interchange is constructed to modern standards and provides for safe, easy access to and from the freeway. We have found that a better service and safer serviceffor cars entering and leaving the freeway is provided by the use of proper delineation which has been installed on the Second Street Interchange ramps.

Overhead illumination in isolated areas creates an extremely hazardous situation in that vehicles traveling at high speeds abruptly enter and leave a short lighted section. These abrupt transitions do not permit the eye time to adjust either to the lighted area or to the darkened area, thereby creating hazardous visual conditions. Consequently, we are very reluctant to light isolated interchanges.

In view of the above facts, we do not feel that illumination at the Second Street Interchange would provide for safe driving conditions.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe
F. B. Crandall
J. F. Putnam

LEG:aa bg

FORM H-30 REM 7-64 SP*6220-754

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon
September 13, 1965

SUBJECT: Hood River, Second Street
Interchange Lighting

To:

Mr. F. B. Crandall
Traffic Engineer
State Highway Department
Salem, Oregon

Attention: Mr. L. E. George

Herewith are copies of correspondence as received from the City of Hood River and R. P. Hamilton concerning a request by the City for lighting the Second Street Interchange.

On August 27th Mr. Edwards wrote to the City Engineer denying their request for installation on the Overcrossing, as he felt it would create a hazardous condition as there was no other lighting in the interchange area.

The City now is requesting that we light the ramp so as to avoid the objections pointed out in Mr. Edwards' letter. I have not seen this interchange at night; however, we have many interchanges which are not lighted, and as the ramp takes off at standard angles, I can see no real advantage to lighting the area of the interchange.

Will you please advise the City as to whether or not consideration will be given to full lighting of the interchange.

J. P. Putnam
Division Engineer

JFP:me
Encls.
cc: R. P. Hamilton

RECEIVED
SEP 14 1965
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

FORM S-90 SOM 11-61 46330

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

The Dalles 97058
September 9, 1965

RECEIVED
DIVISION IV BEND
SEP 13 1965

☐ DE ☐ ADE ☐ ☐ ☐ DOE

Assigned
Action

SUBJECT: Hood River - 2nd Street Interchange Lighting

To:

J. F. Putnam
Division Engineer
B E N D

You have a copy of Mr. Edwards August 27 letter to Hood River City Engineer regarding the subject. Following the City Engineer's receipt of this letter, he informed me that he intended to carry the matter further. Herewith a copy of his September 8 letter.

He refers to an area where transients congregate; this is under the 2nd Street Railroad Overcrossing. This is, of course, the City's own problem and I don't see where illumination on the structure would eliminate the "wine-o's" gathering places under the deck.

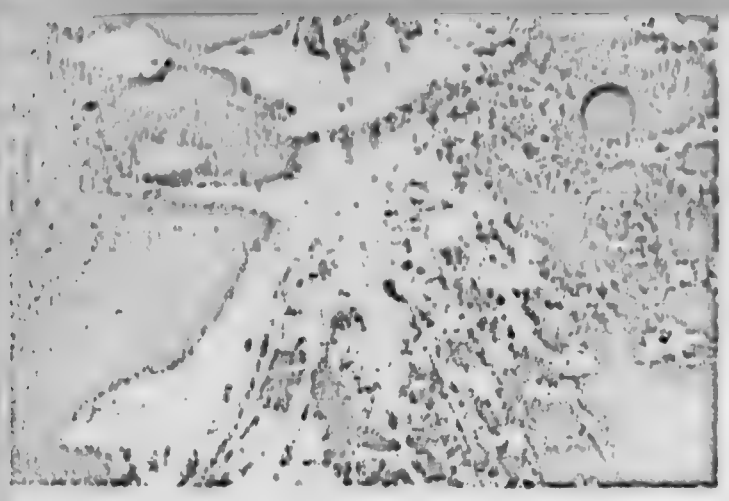
Also, I do not feel that lighting for commercial development on the north side of the interchange is our responsibility. A recently constructed service station, plus other proposed development in that area, constitutes the push for lighting on the north side.

I would recommend for illumination on the ramps, but for the areas on the north and side ends of 2nd Street should be the responsibility of the City.

Val Johnson is aware that the City intended to protest Mr. Edwards letter and is, I believe, somewhat expecting a copy of the City's letter.

R. P. HAMILTON
District Maintenance Superintendent

RPH:ak
encl.



CITY OF HOOD RIVER

P. O. BOX 27

HOOD RIVER, OREGON

September 8, 1965

Oregon State Highway Department
Deufert Park Road
The Dalles, Oregon

Attn: R. P. Hamilton, District Maintenance Superintendent

REF: U.S. Highway 80-N, Hood River, Oregon - Second Street Overpass Lighting

Gentlemen:

The City is very desirous of obtaining light on the above intersection. If it is the opinion of your Traffic Control people that illumination of the overhead structure only would create confusion to oncoming drivers, we would request your consideration of full interchange lighting with lights on both approach ramps, the approach ramp intersections with Second Street and the overhead structure as is used in some of your other freeway interchanges.

As a possible alternate, we would request consideration for lighting of only the ramp intersections on each side of the overhead structure at the Second Street intersections. This would place the lights at each side rather than across the freeway.

The City Police Department has a considerable problem with the transients that tend to congregate around the bridge and railroad overpass especially on the Southerly side of this intersection. We feel that it is quite important that light of some kind be initiated on this side of the overpass as soon as possible. The development of the Port Site and the increasing automotive traffic across the overpass resulting from this development, makes it very desireable to have lighting of some kind on the Northerly side of the structure of the intersection, if not on the structure itself. The alternate solution suggested above would solve both of these problems.

We would request your consideration and action on the above problem.

Very truly yours,

Donald J. Branton
City Engineer

DJB:kkk

cc - Bruce Erickson

Nature's Purest Water . . Always Ice Cold

RECEIVED
AUG 31 1965
FOR FILING
7-KOH-2(36) C1
C-954

August 27, 1965

Mr. Donald J. Branton
City Engineer
City Hall
Hood River, Oregon

Dear Mr. Branton:

You have recently discussed, with representatives of our Traffic Engineering Division and Mr. R. P. Hamilton, District Maintenance Superintendent for your area, the possibility of installing illumination on Second Street at the location where it crosses Interstate Route 80 North.

It is felt that the installation of lighting on the overcrossing road only, with no other lighting existing in the interchange area, would create a hazardous traffic condition for vehicles on the Interstate alignment. This would be particularly true during periods of inclement weather when visibility was poor. The sudden appearance of a line of lights across the Interstate route would create a very confusing and hazardous appearance.

For these reasons, we cannot approve the installation of lighting on Second Street in the interchange area.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Crandall
J. F. Putnam
R. P. Hamilton

LEG:aa jwa

FORM "E-80X—80M—7-64 SP*8230-784

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 23, 1965

SUBJECT: Request for Illumination of Overcrossing Structure
Second Street Interchange (I-80N)
Hood River

To: F. B. Crandall
Traffic Engineer
O F F I C E

On Thursday, August 19, L. H. Warfield, Assistant Division Engineer, Bob Hamilton, DMS, The Dalles and I met with the City Engineer of Hood River in regard to the proposed improvement of the intersection of 13th and Oak Streets.

During our meeting, Mr. Branton, the City Engineer, brought up the matter of illumination on the overcrossing structure at the Second Street Interchange on I-80N in Hood River. He stated that, at the present time, there were two luminaire units at the southerly edge of the interchange which were not in operation and that some business establishments, which are going in on the frontage road north of the interchange, had approached the City Council asking that luminaire units be installed all the way across to the intersection of the frontage road. The purported warrant for the installation is to indicate to the eastbound driver on I-80N that he can get to the service station by leaving the freeway at this point and crossing over. It is claimed that, at the present time, during the hours of darkness the driver is not aware of the overcrossing structure to return to. There is attached a suggested draft to Mr. Branton stating that the State Highway Department would not install luminaire units on the crossroad.

Val Johnson
Traffic Control Engineer

VPJ:jj
Attachment

F-28(6) Cairo Junc. Sec., Olds Ferry- 1966
Ontario & Central Ore. Hwys.
#6955 (Grad. & Pav.)

RECEIVED
FEB 18 1970
FOR FILING

F-28(6)

6955

February 18, 1970

Mr. H. Clifford Looney
Attorney at Law
P. O. Box 430
Vale, Oregon 97918

Dear Mr. Looney:

As requested in your letter of February 12, there is attached a certified copy of the "as constructed" map of the Cairo Junction Project under our Contract No. 6955.

This contract was completed on June 16, 1967, and accepted by the Highway Commission on August 21, 1967.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm
Attachment

RECEIVED
MAR 6 - 1970
FOR FILING

H. CLIFFORD LOONEY
ATTORNEY-AT-LAW
POST OFFICE BOX 430
PHONE 473-3942
VALE, OREGON 97918

REFERRED TO
Deacon
BY SECRETARY

Bill Sample
If you have what he
Wants please make a
Copy & I will prepare
the certification
F Query

E-28(6)
6955

February 12, 1970

Mr. Floyd Query, Secretary
State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query:

I have been referred to you for the acquisition of an "as constructed" print of the Cairo Junction project under contract No. 6955.

If you have used the original or any copy of an original of the drawing from which these prints are made as an "official record" of that intersection, then I would like to have the print you send certified as a copy of the original by the official custodian of the "record", along with the certificate of the custodian that he is the custodian.

If not shown on the print, I need information regarding the distances involved in the intersection and the date the Cairo Junction project was completed.

Please let me know if any charges you may require for the services requested.

Very truly yours,

H. CLIFFORD LOONEY

HCL:js

NOTED
FLOYD QUERY

RECEIVED
FEB 16 1970
OREGON
STATE HIGHWAY COMMISSION

Monthly transaction number	FORM PR-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
4-57		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
14		Malheur
Modification number	(PPM 21-7) 4-1-68	Project number
2		F-28(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 12, 1966, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 70,802	$ 84,413
Federal funds	$ 44,960.00	$ 45,042.56
Other revisions		

This modification is made for the following reasons:

Final voucher.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 9 day of April, 19 68.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By B Kuhn

Asst. State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

R. E. Simpson, Division Engineer

By L. R. Backlund
(~~Division Engineer~~)
~~R. E. Simpson, Division Engineer~~
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Monthly transaction number	FORM R-2A (REV. 10-65) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	State
7-35		Oregon
Project report number	**MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT**	County
9		Malheur
Modification number	(PPM 21-7)	Project number
1 6955	7/24/67	F-28(6)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on December 12, 19 66, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 50,991	$ 70,802
Federal funds	$ 32,300.00	$ 44,960.00
Other revisions		

This modification is made for the following reasons:

Revised estimate based on revised bid quantities and approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 24 day of July, 19 67.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By Lloyd P. Stuart

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
A. W. Parsons, Division Engineer

By L. R. Backlund
(Division Engineer)
L. R. Backlund, Admin. Manager

US COMM-DC 26364-P65

Oregon State Highway Department

Federal-Aid
Project No. F-28(6) Safety

CAIRO JUNCTION SECTION OF THE CENTRAL OREGON

AND OLDS FERRY-ONTARIO HIGHWAYS IN MALHEUR COUNTY

Revised estimate as a basis for modification of project agreement. Based on revised bid quantities and approved price agreements.

Salem, Oregon, July 13, 1967

Type Code 6201
Roadway (Sta. "Vo2" 610+50 to Sta. "Vo2" 619+14.81)(Contract No. 6955)

Clearing and Grubbing	All Required		$ 1,500.00
Ditch Excavation, Unclassified	40 cu.yd.	$ 2.00	80.00
General Excavation, Unclassified*	3,970 cu.yd.	1.50	5,955.00
Trench Excavation, Unclassified*	65 cu.yd.	4.00	260.00
Watering	70 M-gal.	5.00	350.00
3/4" - 0 Material in Base*	400 cu.yd.	5.00	2,000.00
Stone Base*	4,400 cu.yd.	3.75	16,500.00
Plant-Mix Bituminous Base	See PA#1		
Class "B" Asphalt Concrete*	1,750 ton	14.00	24,500.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	26 lin.ft.	7.00	182.00
18-inch Culvert End Sections	1 only	35.00	35.00
Concrete Inlets, Type G-2M	2 only	200.00	400.00
Guide Posts, W-2 Way	See PA#3		
Guide Posts, Y-1	30 only	12.50	375.00
			$52,777.00
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
PA 1 Class "B" Asphalt Concrete	710 ton	14.00	9,940.00
PA 2 Select Backfill	465 cu.yd.	1.80	837.00
PA 3 W-1 Guide Posts	26 only	12.00	312.00
			$11,589.00
	Subtotal		$64,366.00
	10% Engr. & Cont.		6,436.00
			$70,802.00

Length of Project - - - - 0.164 Mile
Cost of Roadway Per Mile- $431,719.51

Work Retained in Program Status

Apply Tack Coat	All Required	$ 100.00
	Subtotal	$ 100.00
	10% Engr. & Cont.	10.00
	Total	$ 110.00

*Revised Quantities

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Roadway	$70,802.00	$44,960.00	$25,842.00
Retained in Program Status	110.00	60.00	50.00
	$70,912.00	$45,020.00	$25,892.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

STATE COPY

m Approved; Budget Bureau No. 41-R2089.1

MONTHLY TRANSACTION NO.	FORM PR-2 (REV. 3-66) U.S. DEPARTMENT OF COMMERCE BUREAU OF PUBLIC ROADS	STATE
12-113		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
6 6455	12-12-66	Malheur
		PROJECT NO. F-28(6)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto by the Secretary of Commerce and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Bureau of Public Roads having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Bureau of Public Roads authorization to proceed with the project involving such costs.

PROJECT TERMINI

Cairo Junction Section, Central Oregon and Olds Ferry-Ontario Highways.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	10-27-66	0.164
OTHER (Specify)		

FUNDS

o Beta 63.51

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 50,991	$ 32,300.00

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DEPARTMENT
(Official name of Highway Department)

By M K Kober

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF COMMERCE

BUREAU OF PUBLIC ROADS

A. W. PARSONS, Division Engineer

By L.R. Backlund, Administrative Manger
(Division Engineer)

Date executed by Division Engineer DEC 12 1966

Oregon State Highway Department

Federal Aid
Project No. F-28(6) Safety

CIARO JUNCTION SECTION OF THE CENTRAL OREGON

AND OLDS FERRY-ONTARIO HIGHWAYS IN MALHEUR COUNTY

Project Agreement Estimate

Salem, Oregon, December 1, 1966

Type Code 6201
Roadway (Sta. "Vo2" 610+50 to Sta. "Vo2" 619+14.81)(Contract No. 6955)

Clearing and Grubbing	All Required		$ 1,500.00
Ditch Excavation, Unclassified	40 cu.yds.	$ 2.00	80.00
General Excavation, Unclassified	1,260 cu.yds.	1.50	1,890.00
Trench Excavation, Unclassified	46 cu.yds.	4.00	184.00
Watering	70 M-gals.	5.00	350.00
3/4" - 0 Material in Base	170 cu.yds.	5.00	850.00
Stone Base	2,650 cu.yds.	3.75	9,937.50
Plant-Mix Bituminous Base	480 tons	14.00	6,720.00
Class "B" Asphalt Concrete	1,600 tons	14.00	22,400.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	26 lin.ft.	7.00	182.00
18-inch Culvert End Sections	1 only	35.00	35.00
Concrete Inlets, Type G-2M	2 only	200.00	400.00
*Guide Posts, W-2 Way	26 only	12.00	312.00
Guide Posts, Y-1	30 only	12.50	375.00
			$45,855.50
Flagging (57½% of Contractor's Cost)	All Required		$ 500.00
	Subtotal		$46,355.50
	10% Engr. & Cont.		4,635.50
	Total		$50,991.00

Length of Project - - - - - 0.164 Mile
Cost of Roadway Per Mile - $310,920.73

Work Retained in Program Status

Apply Tack Coat	All Required		$ 100.00
	Subtotal		$ 100.00
	10% Engr. & Cont.		10.00
	Total		$ 110.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$50,991.00	$32,300.00	$18,691.00
Retained in Program Status	110.00	60.00	50.00
Total	$51,101.00	$32,360.00	$18,741.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

* The Construction Department has been notified to change this item to Guide Posts, W-1 by price agreement.

CIARO JUNCTION SECTION

PROJECT NO. F-28(6)

STATE FORCE NONPARTICIPATING ITEMS

Signing	All Required	$ 3,000.00
Install Flasher	All Required	1,000.00
Move and Reinstall Scale	All Required	42,000.00
		$46,000.00

Oregon State Highway Department

Federal-Aid
Project No. F-28(6) Safety

CAIRO JUNCTION SECTION OF THE CENTRAL

OREGON AND OLDS FERRY-ONTARIO HIGHWAYS IN MALHEUR COUNTY

Revised P.S. & E. Estimate.

Salem, Oregon, October 19, 1966

Type Code 6201
Roadway (Sta. "V02" 610+50 to Sta. "V02" 619+14.81)

Clearing and Grubbing	All Required		$ 500.00
Ditch Excavation, Unclassified	40 cu.yd.	$3.00	120.00
General Excavation, Unclassified	1,260 cu.yd.	$1.25	1,575.00
Trench Excavation	46 cu.yd.	4.00	184.00
Watering	70 M-Gal.	3.50	245.00
3/4" - 0 Material in Base	170 cu.yd.	4.00	680.00
Stone Base	2,650 cu.yd	3.75	9,937.50
Plant-Mix Bituminous Base	480 ton	9.50	4,560.00
Class "B" Asphalt Concrete	1,600 ton	10.00	16,000.00
12-inch Culvert Pipe	160 lin.ft.	4.00	640.00
18-inch Culvert Pipe	26 lin.ft.	5.00	130.00
18-inch Culvert End Sections	1 only	40.00	40.00
Concrete Inlets, Type G-2M	2 only	150.00	300.00
Guide Posts, W-2 Way	26 only	8.50	221.00
Guide Posts, Y-1	30 only	$8.00	240.00
			$35,372.50
Flagging (57½ of Contractors Cost)	All Required		$ 500.00
	Subtotal		$35,872.50
	10% Engr. & Cont.		3,586.50
	Total		$39,459.00

Length of Project - - - - - - - 0.164 Mile
Cost of Roadway Per Mile - - $240,603.65

WORK RETAINED IN PROGRAM STATUS

Signing	All Required	$ 3,000.00
Install Flasher	All Required	1,000.00
Apply Tack Coat	All Required	100.00
	Subtotal	$ 4,100.00
	10% Engr. & Cont.	410.00
	Total	$ 4,510.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Roadway	$39,459.00	$25,000.00	$14,459.00
Retained in Program Status	4,510.00	2,800.00	1,710.00
Total	$43,969.00	$27,800.00	$16,169.00

Oregon State Highway Department

Federal Aid
Project No. F-28(6) Safety

CAIRO JUNCTION SECTION OF THE CENTRAL

OREGON AND OLDS FERRY-ONTARIO HIGHWAYS IN MALHEUR COUNTY

PS & E Estimate

Salem, Oregon, March 30, 1966

Type Code 6201
Roadway (Sta. "Vo 2" 610+50 to Sta. "Vo 2" 619+14.81)

Clearing and Grubbing	All Required			$ 500.00
Ditch Excavation, Unclassified	40	cu.yds.	$ 3.00	120.00
General Excavation, Unclassified	1,260	cu.yds.	1.25	1,575.00
Trench Excavation, Unclassified	46	cu.yds.	4.00	184.00
Watering	70	M-gals.	3.50	245.00
3/4" - 0 Material in Base	170	cu.yds.	4.00	680.00
Stone Base	2,650	cu.yds.	3.00	7,950.00
Plant-Mix Bituminous Base	480	tons	8.00	3,840.00
Class "B" Asphalt Concrete	1,600	tons	10.00	16,000.00
12-inch Culvert Pipe	160	lin.ft.	4.00	640.00
18-inch Culvert Pipe	26	lin.ft.	5.00	130.00
18-inch Culvert End Sections	1	only	40.00	40.00
Concrete Inlets, Type G-2M	2	only	150.00	300.00
Guide Posts, W-2 Way	26	only	8.50	221.00
Guide Posts, I-1	30	only	8.00	240.00
				$ 32,665.00

Flagging (57½ of Contractor's Cost)	All Required	$ 500.00
Signing	All Required	3,000.00
Install Flasher	All Required	1,000.00
Apply Tack Coat	All Required	100.00
		$ 4,600.00
	Subtotal	$ 37,265.00
	10% Engr. & Cont.	3,726.00
	Total	$ 40,991.00

Length of Project	0.164 Mile
Cost of Roadway per Mile	$249,945.12

Federal Funds	$ 26,000.00
State Funds	14,991.00
Total Cost	$ 40,991.00

RECEIVED
AUG 23 1967
FOR FILING

F-28(6)

6955

August 21, 1967

General Insurance Co. of America
Portland Service Office
409 SW 4th Avenue
Portland, Oregon 97204

Gentlemen:

Contract No. 6955 awarded to C. L. Lesoberg for grading and paving on the Cairo Junction Section of the Central Oregon and Olds Ferry-Ontario Highways in Malheur County was completed on June 16, 1967, and accepted by the Highway Commission on August 21, 1967.

Final payment in the amount of $2,274.48 will be released to the contractor after August 29, 1967. The total contract amount is $60,439.96 including $746.48 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

gc

cc: Mr. C. L. Lesoberg
201 Reece Avenue
Nyssa, Oregon 97913

L. H. Young
C. H. Maison
Attn: John Herr

RECEIVED
AUG 22 1967
FOR FILING

F-28(6)

6955

August 21, 1967

Oregon State Highway Commission

Gentlemen:

Work was completed June 16, 1967, on Contract No. 6955. The contract was with C. E. Loseberg and was for grading and paving on the Cairo Junction Section of the Central Oregon and Olds Ferry-Ontario Highways in Malheur County.

As the contractor has completed all work according to specifications, I recommend that you accept the project effective August 21, 1967, and that you concur in this procedure at the Commission meeting on August 29.

It is assumed that if you have no objections to this action and you do not advise me to the contrary, I may consider the matter has your approval.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

srb:rg

F-28(6)

C

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Cairo Junction	WEEK ENDING: July 22, 1967
		SECTION PREFIX: 23-1012
	HIGHWAY: Central Oregon and Olds Ferry-Ontario	COUNTY: Malheur
NAME OF JOB: Cairo Junction	KIND OF WORK: Grading and Paving	
CONTRACTOR: C.E. Leseberg	CONTRACT NUMBER: 6955	FEDERAL AID PROJECT NUMBER: F-28 (6)
DATE OF CONTRACT: November 28, 1966	DATE WORK STARTED: November 29, 1966	ESTIMATED COMPLETION DATE: June 16, 1967
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION.	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 190
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 95
PROJECT AUTHORIZATION: $ 123,694.00		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 58
EXCLUSIVE OF ENGINEERING: $ 110,194.50	ENGINEERING AUTHORIZATION $ 13,499.50	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 111,116.23	ENGINEERING COST TO DATE $ 13,020.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 59
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 1 %	PERCENT OF AUTHORIZATION: 96 %	DATE PROJECT WAS COMPLETED: 6/16/67
		Semi-final will be submitted 7/21/67

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.63	0.63			0.63
MILES PARTIALLY COMPLETED	0.63	0.63			0.63
MILES COMPLETED	0.63	0.63			0.63
TOTAL ESTIMATED QUANTITIES (CONTRACT)	1260 cy	2,820 cy			2,080 ton
TOTAL QUANTITIES CORRECTED TO DATE	3974 cy	5,342 cy			2,444 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,974 cy	5,342 cy			2,444 ton
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair all week.			
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Routing

Morgan
Docker B
Bond
Barbee
Walker
Glenn
Swan

Scott
Wills
Litchfield
Olson

RECEIVED
JUL 2 1967
CONSTRUCTION
DIVISION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	No activity by contractor all week.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project completed except for work to be done by state forces in relocation of Cairo Truck Scales.

Semi-final submitted to Division office July 21, 1967.

This will be final weekly report on this project.

SIGNED P. F. Burnett LOCATION Ontario

P.F. Burnett, Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
AUG 15 1967
FOR FILING

F-28(6)
COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
WASCO
DAVID B. SIMPSON
PORTLAND
6955
Fred W. Hill, Member
Helix

STATE COPY

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 20, 1967

Mr. A. W. Parsons
Division Engineer
Bureau of Public Roads
477 Cottage St., N. E.
Salem, Oregon 97301

Dear Sir:

This is to advise you that work was completed on June 16, 1967, on Contract No. 6955, Cairo Junction Section, in Malheur County, in connection with Federal-Aid Project No. F-28(6).

We request that your office inspect the contract work and return two signed copies of this letter indicating acceptance or listing below any items or conditions of the contract which would prevent your final acceptance of the contract work.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

L. H. Young
Office Engineer

NOTED
F.B. KLABOE

Bureau of Public Roads
Oregon Division Office Endorsement

Date: 7-25-67

Conditions noted on above date:

None

RAN:

RECEIVED
AUG 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

A. W. Parsons
Division Engineer

young
8-14-67

to: Forrest Cooper
L. H. Young

By:
G. R. Brooks
District Engineer

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JUN 5 - 1967
FOR FILING
F-3X(6)
6955

June 2, 1967

Oregon State Highway Commission

Gentlemen:

An overrun of the project authorization on Contract No. 6955, the Cairo Junction grading and paving project on the Central Oregon and Olds Ferry-Ontario Highways in Malheur County, is anticipated. C. E. Lecsberg of Nyssa is the contractor. The original project authorization was $104,012.44. The present anticipated cost is $123,694.00, indicating an overrun of $19,681.56 or 18.9 percent. This is a Federal-aid Primary project.

The reasons for the overrun are increased quantities of general excavation and stone base. Existing ground conditions required more extensive subexcavation than had been originally anticipated which in turn increased the amount of rock necessary. Additional stone base material and additional paving were also needed to provide for the extensive tapering work necessary on the connecting traffic lanes.

This request for an additional authorization will be presented to you at the June 8 meeting and your approval is recommended.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
C. H. Maison
F. D. Morgan
L. H. Young
A. F. Parson

DES:nn jw

FORM E-30 80M 10-66

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 29, 1967

SUBJECT: Overrun of Project Authorization
Cairo Junction Section
Central Oregon and Olds
Ferry-Ontario Highways
Contract No. 6955

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
B U I L D I N G

Attached is a report on an expected overrun of the project authorization on the subject contract. This project for grading and paving is under contract to C. E. Leseberg of Nyssa. The original project authorization was $104,012.44. The present anticipated cost is $123,694.00, indicating an overrun of $19,681.56 or 18.9%.

The major reasons for this overrun are increased quantities of general excavation, stone base and an overrun in the engineering. The original estimated quantities for the general excavation and the stone base were inadequate to construct the project as planned. Existing soil conditions required that more material had to be excavated than was originally anticipated and then backfilled with select material in order to provide a firm foundation. The engineering costs on this project overran due to the need for extensive grade controls on connecting and diverging traffic lanes and sub-excavation.

It is recommended that the project authorization be increased by $19,681.56.

A rough draft of a letter to the Highway Commission is attached.

F. D. Morgan,
Construction Engineer

By John A. Bond
John A. Bond,
Staff Assistant

RECEIVED
MAY 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

JAB-DES:nn
Enc.
cc: L. H. Young

E-372 (Rev. 10-66)

F-28(6)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project CAIRO JUNCTION Date May 19, 1967

Highway Central Oregon and Olds Ferry-Ontario Contract No. 6955

County Malheur Kind of Work Grading and Paving Contractor C. E. Leseberg

	Authorized	Estimated
Contract Amount	$ 45,855.50	$ 52,105.50
Anticipated Items	46,600.00	47,000.00
Contingency (4½%)	4,160.50	11,089.00
Engineering	7,396.44	13,499.50
Credits	- -	
PROJECT COST	104,012.44	123,694.00
	NET INCREASE $	19,681.56 or 18.9%

STATE HIGHWAY COMMISSION APPROVED BY DATE 6-8-67

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

		Expected Amount	Net Change
) Bid item No. 3 General Exc. Unclass.	3,974 @ $ 1.50	$ 5,961.00	$+ 4,071.00
C) Bid item No. 7 Stone Base	4,434 @ 3.75	16,627.50	+ 6,690.00
C) Bid item No. 8 Plant-Mix Bit. Base	0	0.00	- 6,720.00
C) Bid item No. 9 Class "B" Asph. Conc.	1,750 @ 14.00	24,500.00	+ 2,100.00
(A) E.W.O. No. 1 Flagging		1,000.00	+ 500.00
U) P.A. No. 1 Class "B" Asph. Conc. substituted for Bid Item No. 8			+ 9,940.00
(U) P.A. No. 2 Select Backfill			+ 837.00
(U) P.A. NO. 3 Type W-1 Guide Posts			+ 312.00

Principal reasons for overruns (Continue on reverse side): Original estimated quantities for general excavation were inadequate to construct project as planned. Engineering costs on this project overran due to need for extensive grade controls on connecting and diverging traffic lanes.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by /s/ P. F. BURNETT
Resident Engineer

Noted by _____
for Construction or Bridge Engineer

Confirmed by /s/ H. S. COULTER
Asst. Division Engineer

Noted by _____
Assistant Deputy or State Highway Engineer

SP*22709-734

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MAY 16 1967
FORM E-30X—60H—7-66
FOR FILING

F-32(a)
6955

SP*23687-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
May 12, 1967

To: MEMO TO THE FILE

SUBJECT: Cairo Junction
Central Oregon Highway
Contract 6955

I have advised Mr. Olson that the matter of illumination at Cairo Junction was discussed quite some time ago with Mr. Edwards and that it was his feeling that we should proceed with the safety project, and at the present time no illumination should be installed at Cairo Junction.

Mr. Olson indicated that he would relay this information to "Doc" Parson. This matter had been discussed with "Doc" about a year ago, just after it was decided that a safety project would be more appropriate at this location.

L. E. George
Assistant Traffic Engineer

LEG:mk

cc: Tom Edwards

NOTED
TOM EDWARDS

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 10M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon
May 8, 1967

RECEIVED
MAY 10 1967
TRAFFIC ENGINEERING

SUBJECT: Cairo Junction
Central Oregon Highway
Contract 6955

To:

Mr. F. D. Morgan
Construction Engineer
Salem

I am concerned with the safety project now being performed at Cairo Junction because of the lack of illumination. This was discussed briefly with Mr. Klaboe last week.

Due to intense fogging situations at this point in the winter I am very much concerned that we will have more accidents than we had before, if we do not completely illuminate this area.

Can you have someone work up an illumination diagram with an estimate of cost in order that this can be done before fall.

REFERRED TO
A. Olson
By Construction Engineer

A. F. Parson
Division Engineer

AFP:dj

Routing
Morgan
Dicker
Smith
Barber
Walker
Olson
Shaw
Yost
Marshall
Treut
Scott
White
Mitchell
Olson

RECEIVED
MAY 9 1967
CONSTRUCTION
DIVISION

FORM E-183

RECEIVED
JAN 5 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
KENNETH N. FRIDLEY, MEMBER
PORTLAND
DAVID B. SIMPSON, MEMBER
PORTLAND
FLOYD QUERY, SECRETARY
SALEM

F-28(6)

6955

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

FORREST COOPER
STATE HIGHWAY ENGINEER
R. L. PORTER
DEPUTY STATE HWY. ENGR.
G. E. ROHDE
CHIEF COUNSEL

January 4, 1967

Mr. C. E. Leseberg
201 Reece Avenue
Nyssa, Oregon 97913

Dear Mr. Leseberg:

We enclose for your files a fully executed copy of the following described contract which was awarded to you by the State Highway Commission:

Contract No. 6955 for grading and paving on the Cairo Junction Section of the Central Oregon and Olds Ferry-Ontario Highways in Malheur County.

A copy of this contract is also being sent to the surety on your performance bond.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

wln

Encl.

cc **General Insurance Co. of America**
Portland Service Office
209 S. W. 4th Avenue
Portland, Oregon

DEC 9 - 1966

Form CO-721
(11-63)
(Prea. by
A.O. 606-10)

UNITED STATES GOVERNMENT

Memorandum

F-28(6)

6955

TO : Mr. Forrest Cooper, State Highway Engineer
Salem, Oregon

FROM : T. Dec, Assistant Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS
477 Cottage Street NE.
Salem, Oregon 97301

DATE: December 5, 1966

In reply refer to: 08-35-EC

SUBJECT: Oregon Project F-28(6)
Cairo Junction Section
Grading and Paving

As requested in Mr. Young's letter of November 30, 1966 advising that all rights of way or rights of entry have been acquired for the above project, we hereby concur as of November 29, 1966 in the award of contract No. 6955 to C. E. Leseberg, of Nyssa, Oregon, low bidder in the amount of $45,855.50 at the November 18, 1966 bid opening.

12-8-66
REFERRED TO
_____
BY ASST. STATE HWY. ENGR

RECEIVED
DEC 6 1966
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Oregon Department of Transportation

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with: Contract# 6898 Ends with: Contract# 6955

FLASH CARDS: Begin Each Contract

Remarks: #6955 continues on reel 132

Reel No. 131 Reduction Ration 21:1 Project No.

Camera: Name Bell & Howell Model File Master Film Recordak AHU MICROFILM 1460

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 8th day of May, 1981 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Silvar Storm